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Railroads were ready in the Cuban **crisis** — but what about the next one?. . . . p. 54

December 10, 1962

RAILWAY AGE WEEKLY

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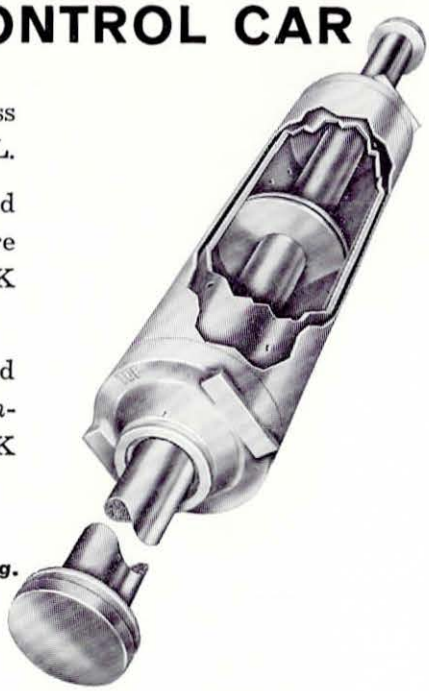

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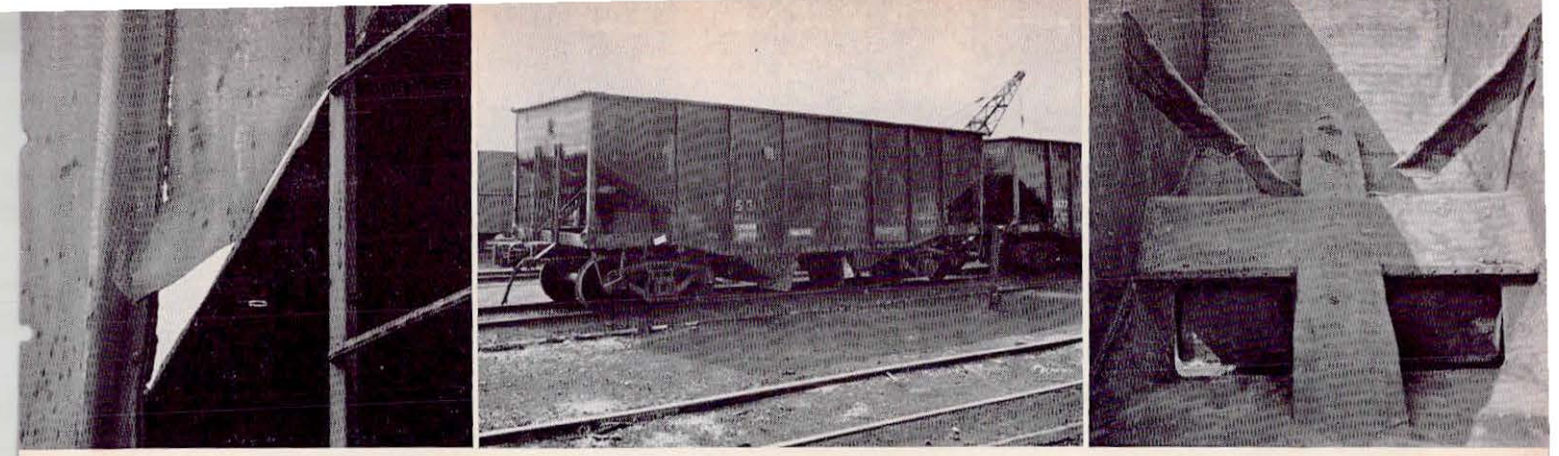

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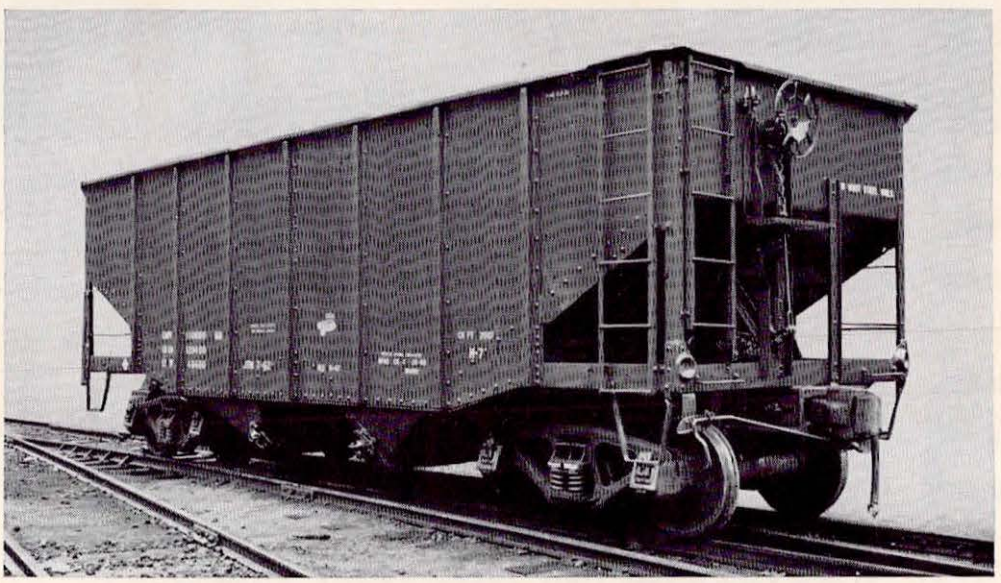

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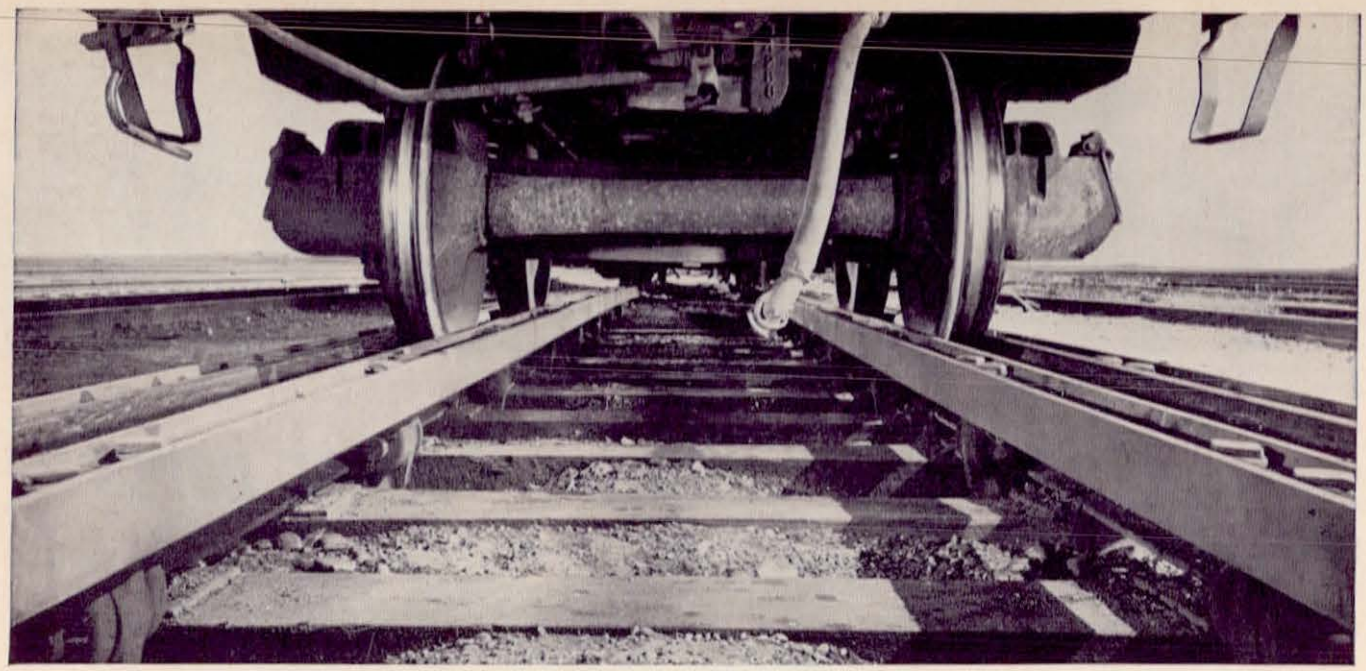

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RAILWAY AGE WEEK AT A GLANCE

December 10, 1962 • Vol. 153, No. 24

Work rules: Ops fight on

Brushing aside mounting criticism of their delaying tactics, the brotherhoods have decided to carry their fight against rules changes to the U. S. Supreme Court p.9

'Basic oxygen' rails gain in RR favor

Among railroads using rail rolled from steel made by the "basic oxygen" process are the Santa Fe, SP and D&RGW. Other railroads await the results of laboratory tests.....p.15

Baggage carts catch on

Railroad travelers, as well as passenger traffic officers, like the economy and convenience offered by self-service luggage carts now available in many stations.....p.26

What will future car trucks need?

Diverse viewpoints on what is needed to improve freight-car trucks were disclosed at a recent meeting of the American Society of Mechanical Engineers.....p.34

Car scrapes icicles off tunnel roofs

The Western Maryland uses a specially modified box car to prevent ice damage to the tops of automobiles on auto-rack cars. The modification cost about $1,900.....p.38

Improved supervision called critical need

Personnel problem areas—including selection and development of supervisors—were pinpointed by an MP executive at an RSMA seminar in Chicago p.39

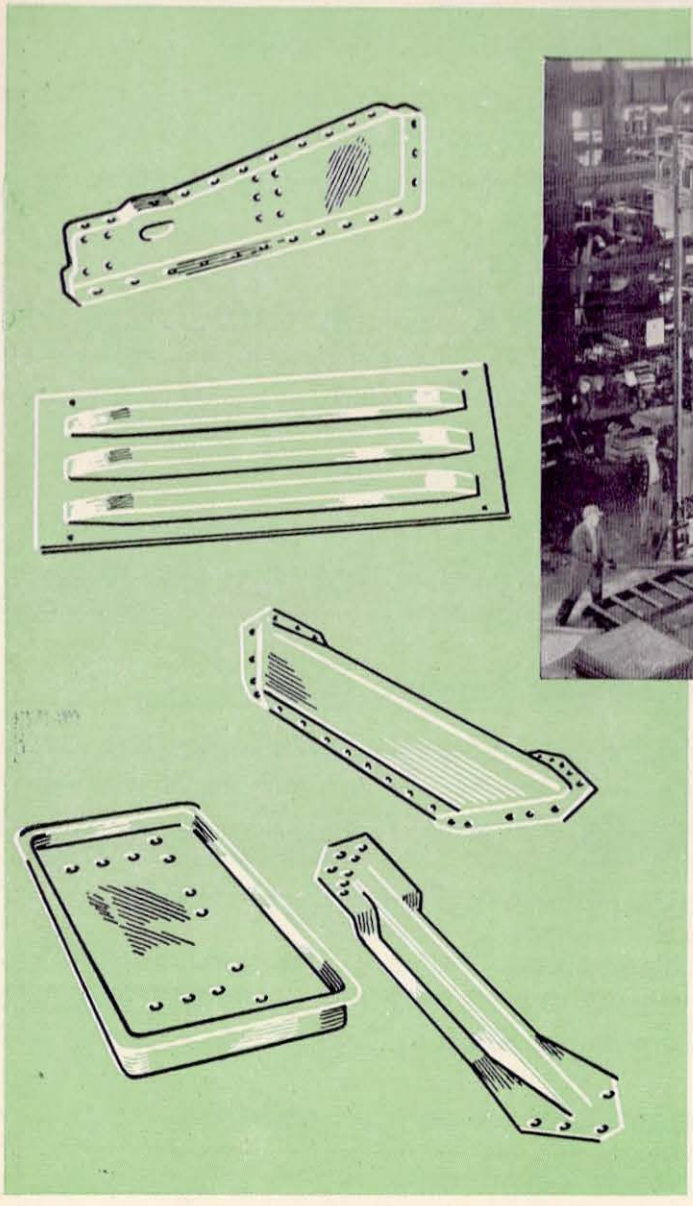
Reading streamlines passenger services

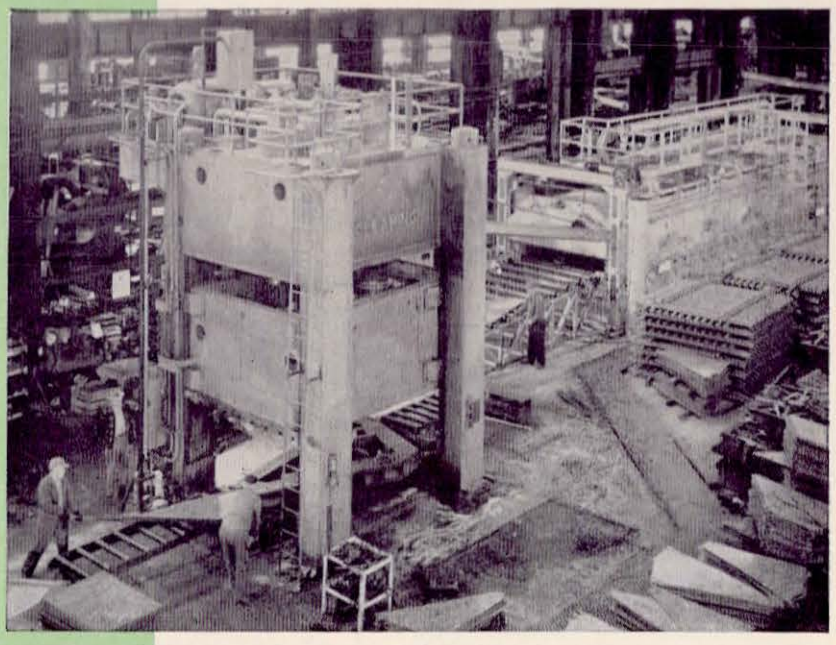
The road is getting out of the mail and express business. Meanwhile, an equipment modernization program is tied to the acquisition of 12 new Budd RDC's p.41

Shippers explore car-supply problem

Variable per diem charges and increased private ownership were among proposals advanced at a recent meeting of the Midwest Shippers' Advisory Board p.42

A New MAJOR PARTS SOURCE





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RAILWAY AGE WEEK AT A GLANCE

Santa Fe orders 24 hi-levels from Budd

The new chair cars will be assigned to ATSF's Chicago-Los Angeles streamliner, "El Capitan," freeing older equipment for use on other Santa Fe name trains p.48

The Action Page—Let's not forget Cuba

U. S. railroads were ready in the Cuban crisis. But there must be no letdown in efforts to remove the restrictions which keep them from full health p.54

Short and Significant

An electronic "alertness control" device . . .

has been successfully tested on several GP locomotives on a major western road. A midwestern company has an option to acquire manufacturing rights.

Regional hearings on the PRR-NYC merger . . .

begin Dec. 10 in Kalamazoo, Mich., and will be held in 10 or 11 other cities in the next two months. A final hearing in Washington is now scheduled to start Feb. 11.

Another merger involving NYC . . .

may be discussed this week when B&M President D. A. Benson meets with NYC President A. E. Perlman to talk over consolidation of B&M and NYC's Boston & Albany division.

Intercity truck tonnage . . .

was 9.8% higher in this year's first nine months than for the corresponding 1961 period. Volume is now moving at approximately the 1961 level.

Current Statistics

Operating revenues		Carloadings revenue freight	
9 mos., 1962	$7,035,376,998	48 wks., 1962	26,810,073
9 mos., 1961	6,771,076,465	48 wks., 1961	26,549,439
Operating expenses		Freight cars on order	
9 mos., 1962	5,545,479,320	Nov. 1, 1962	12,159
9 mos., 1961	5,426,373,777	Nov. 1, 1961	10,297
Taxes		Freight cars delivered	
9 mos., 1962	768,935,690	10 mos., 1962	32,451
9 mos., 1961	735,208,175	10 mos., 1961	27,093
Net railway operating income		Serviceable cars	
9 mos., 1962	430,294,601	Nov. 1, 1962	1,432,235
9 mos., 1961	316,265,358	Nov. 1, 1961	1,466,990
Net income estimated		Cars awaiting repairs	
9 mos., 1962	296,000,000	Nov. 1, 1962	131,055
9 mos., 1961	184,000,000	Nov. 1, 1961	147,043

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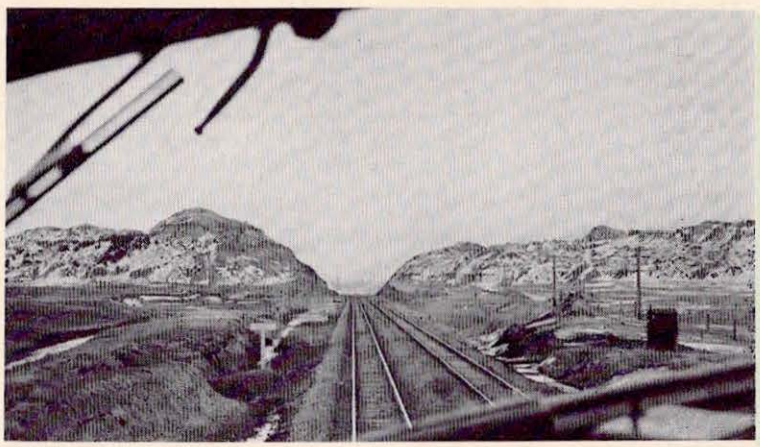
UNION CARBIDE

WORK RULES

Ops Fight On



The view from the fireman's side isn't getting any brighter. Elimination of the freight and yard-service fireman is the biggest issue in the work rules dispute—and public opinion against new delay in settling the case is growing stronger.

The operating brotherhoods' filibuster against work-rule changes is headed for the U. S. Supreme Court.

Chiefs of the five organizations have decided that a fight once begun should be fought to a conclusion on the same battleground. Battered but not beaten by defeats in the federal district and appellate courts, they're taking their case to the highest court in the land—apparently on the theory that everything past is past and all that's needed is a victory in the court of last resort.

Simply, the organizations still contend that the railroads' work-rules promulgation violates the Railway Labor Act. The carriers say it doesn't.

The railroads—and, increasingly, public opinion—regard the union pursuit of a court decision as a delaying tactic (the New York Times called it a "senseless charade"). The unions insist there's a "real legal point to be raised."

Top officers of the BLE, BLF&E, BRT, ORC&B and SUNA say they want to move as fast as possible toward settlement. Their counsel have been authorized "to proceed immediately with preparation of a petition for certiorari to the Supreme Court" and "in the interest of getting the issues before the Supreme Court as expeditiously as possible, no motion for rehearing [in the U.S. Court of Appeals] will be filed."

(The unions' petition, in itself, has no meaning so far as the merits of the specific case are concerned. A writ of certiorari, if issued by the high court, merely requires that the record and proceedings in the case be sent in to the Supreme Court by the lower court. In effect, it signifies acceptance of jurisdiction by the high court.)

Thus far, both U.S. District Court and the U.S. Court of Appeals have rejected the ops' contention that the changes proposed by the carriers are illegal. But the District Court entered a temporary restraining order, barring the carriers from changing the rules pending appeal. And it's possible—probable—that the injunction will be continued in force until the Supreme Court acts.

The high court could refuse to hear the case—but union sources think this is unlikely, since the court has accepted jurisdiction in parallel or similar cases. If the dispute is taken under advisement by the court, it's probable that no final decision would come before late 1963 (as one observer commented, "I wouldn't say the court drags its heels—but it does move forward slowly").

Labor's 'solid front'

Rail labor is still maintaining its solid front. But behind the front there are definite indications that the court battle—originally and in its continuations—is the baby of the so-called big-three, the Engineers, Firemen and Trainmen. The high cost of legal talent is one factor bearing on the degrees of eagerness with which the unions have approached the courts. The implication of the carrier promulgation is another (the changes which the railroads want to make would hit much harder at the big-three than they would at the ORC&B and SUNA).

As litigation continues, the organizations say they see a chance of returning to the bargaining table—but not on the basis that the carriers cite in declaring their willingness to talk things over.

J. E. Wolfe, chief railroad negotiator, says legal technicalities forced the carriers to serve the present notices—based not on the Presidential Railroad Commission recommendations but rather on the harsher demands originally served Nov. 2, 1959. But, he adds, the railroads "have not lost sight of the human factors involved [and] remain ready to settle within the framework of the report of the PRC."

The unions, one spokesman says, are willing to talk—but the railroads "can't shove the [PRC] report down our throats. . . . They can have their position, but we want ours." The brotherhoods' stand, he indicates, would be based on their original Section 6 notices, perhaps amplified by their job-security proposals which were presented to the PRC (and later rejected by the special commission).

There have been indications that one or two of the unions would be willing to negotiate individual settlements. But carrier spokesmen have insisted that the "package" involves all five organizations and that all five must be involved in any agreement.

So, with the railroads wanting to keep the case as a single dispute and with the possibility of a favorable decision from the Supreme Court, the ops are sticking together—with varying degrees of enthusiasm, but still together.

If the Supreme Court assumes jurisdiction in the case and if it eventually upholds the rulings of the district and appellate courts, the way would finally be open for the railroads to change the rules. But an unfavorable decision from the court, followed by the carrier's notice of intent to make the

● **THE ICC'S CHAIRMAN FOR 1963** will be Commissioner Walrath. He will move up from the vice chairmanship which he has held this year under Chairman Murphy. This will be easy, because Mr. Walrath's term as a commissioner does not expire until the end of next year. Choosing his successor in the vice chairmanship, however, will pose a problem. Under the Commission's rotation plan, this understudy role is due Commissioner McPherson, the commissioner with greatest seniority among those who have never held the chairmanship. But Commissioner McPherson's term expires Dec. 31, and President Kennedy's decision as to whether or not to reappoint him is not likely to be known until after Congress convenes in January. Meanwhile, the Commission might nevertheless elect Mr. McPherson to the vice chairmanship in expectation or hope of his reappointment. It usually elects its chairman and vice chairman in December.

COMMISSIONER McPHERSON is a Republican from Pennsylvania. He was appointed to the Commission in 1956 by former President Eisenhower. Since the Commission now has six members who are Democrats, President Kennedy cannot appoint another member of that party.

ON THE OTHER HAND, the President is not required to appoint a Republican. The applicable provision of the Interstate Commerce Act says only that "not more than six commissioners shall be appointed from the same political party." If Commissioner McPherson is not reappointed, the Commission's rotation plan will turn up Commissioner Goff of Idaho as the next vice-chairman. He, too, is a Republican and Eisenhower appointee. His term has four more years to run—until Dec. 31, 1966.

● **REA EXPRESS HAS WON ITS FIGHT** against the Post Office Department's proposal to increase parcel post size and weight limits. The Department made the proposal despite the 1951 act wherein Congress specifically prescribed the present limits. Having got the case back from court, where REA took it, the Commission has refused to clear the Post Office's plan. So, like any proposed parcel post rates or classification, the plan can't be made effective without Commission consent.

THE PROPOSAL was to provide general limits of 50 lb. and 100 in., length and girth combined. While there are exceptions, present general limits fix the maximum size at 72 in. and maximum weights at 40 lb. in the first two zones and 20 lb. for shipments beyond two zones. Rate increases were contemplated, too, and the ICC's adverse ruling is without prejudice to its consideration of the rate proposals only.

THE COMMISSION'S ACTION amounted to an about-face. In March, it made a report announcing that it would go along with the Post Office's request that it hear the case (RA, Apr. 2, p. 32). That's when REA went to court, relying on a contention that the 1951 act precludes changing the limits without further Congressional action.

THE COURT dismissed the complaint with a finding that REA has appealed prematurely, not having been hurt at the time. The dismissal opinion, however, made it clear that the court, if in a position to rule on the merits, would have upheld REA. In that posture, the case came back to the Commission which then issued the order announcing its refusal to consent to the Post Office proposals and dropping all further consideration of them.

changes would doubtless lead to a strike call—and that would produce Presidential action to create an emergency board. Two to three months' additional delay would result.

In the meantime, by carrier figures, the railroads will be losing money at a rate of almost $600 million a year because of make-work practices which would be ended or cut down by the proposed rule changes.

The largest single item in the total stems from continued use of firemen on freight and yard locomotives—and, union sources concede privately, this dispute is the main point standing in the way of eventual settlement of the three-year old case.

Under the PRC recommendations originally adopted as a promulgation by the carriers, firemen would be dropped gradually and most of those losing jobs would get some measure of protection. Under the Nov. 2, 1959 notices, all freight- and yard-service firemen could be eliminated—without their getting the protective cushion provided in the PRC report.

The unions' statement that they want to press the court case "as expeditiously as possible" produces, from carrier sources, only raised eyebrows and the comment that "it'll be the first time they ever wanted to expedite anything so far as this work-rules case goes."

The railroads' top negotiator, Mr. Wolfe, calls the new appeal "further evidence of [the unions'] desire to stall and delay. . . . They know they're going to have to make an agreement within the framework of the recommendations of the PRC."

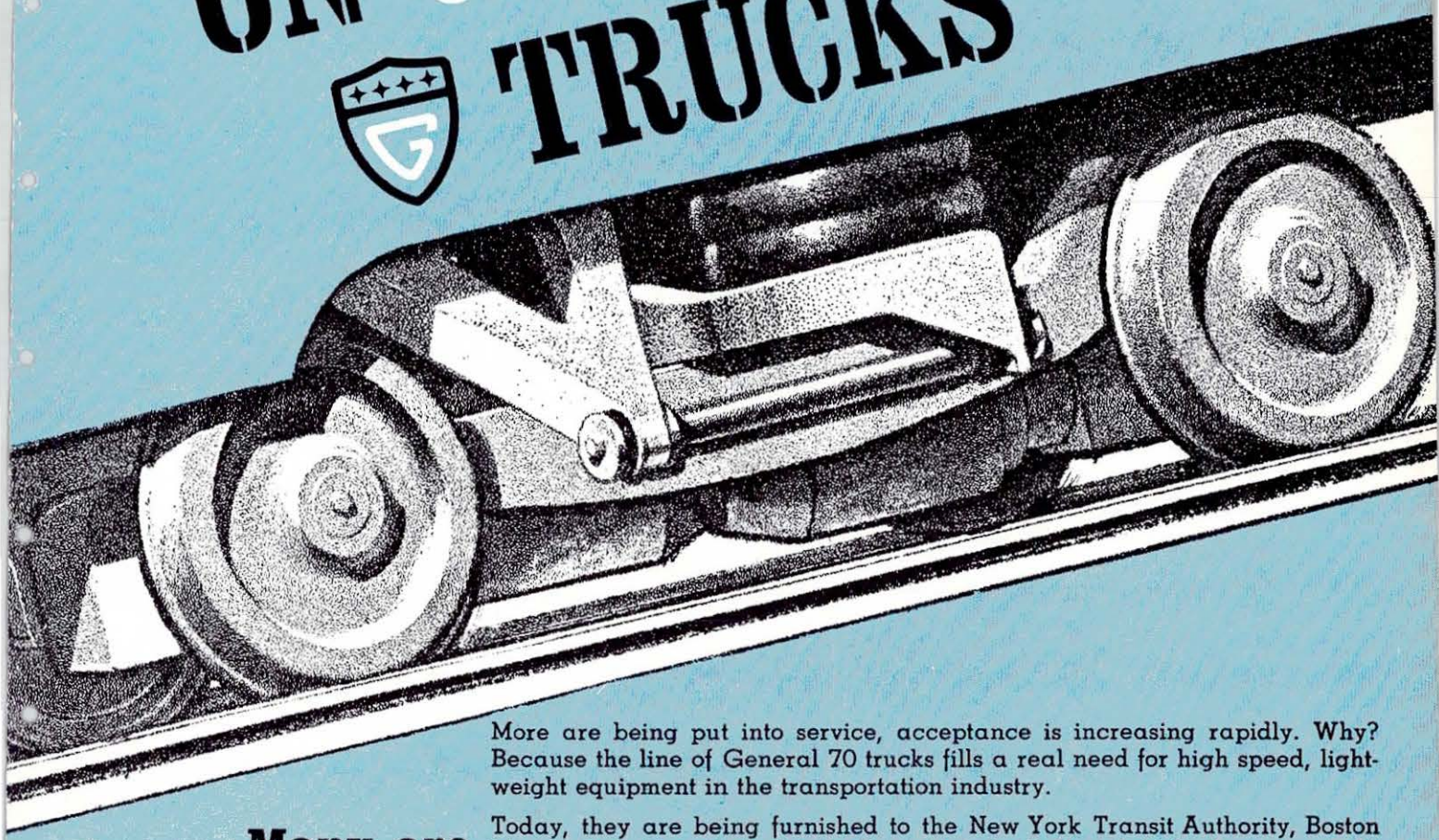
As matters stand, the appellate court will issue a mandate lifting the temporary restraining order Dec. 18 if the brotherhoods don't request a stay. And, carrier attorneys said last week, when that request is made, the railroads will ask that the bond which the unions have posted be increased—steeply—from the present $100,000. The figure proposed: $5 million.

While the legal maneuvering is developing, opinion is building up against further delay in settling the issues. Newspaper support is strongly on the side of the carriers.

The Chicago Tribune commented that "if there is any wisdom or statesmanship in the railway unions, they will pay attention to the warning against a nationwide strike which was issued by the U. S. Court of Appeals" (RA, Dec. 3, p. 9).

Perhaps the most devastating opinion on the dispute itself comes from the St. Louis Globe-Democrat. "Even though the railroad unions will probably stage one more delaying action," the newspaper declared, "featherbedding is now doomed."

PROGRESS REPORT ON GENERAL 70 TRUCKS



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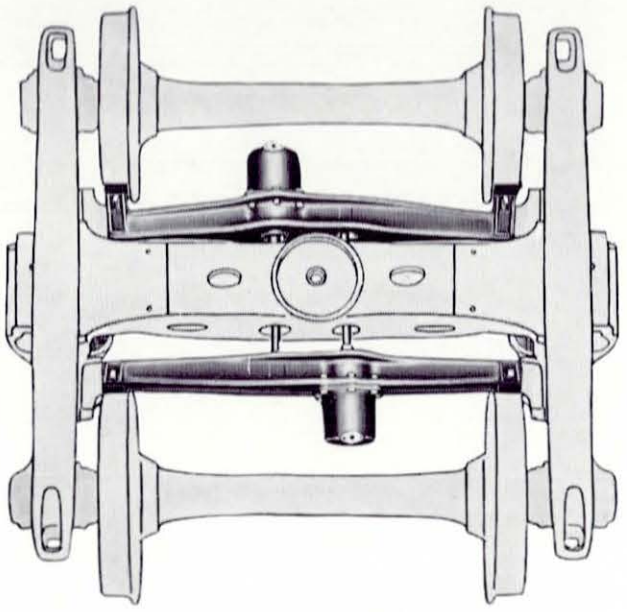

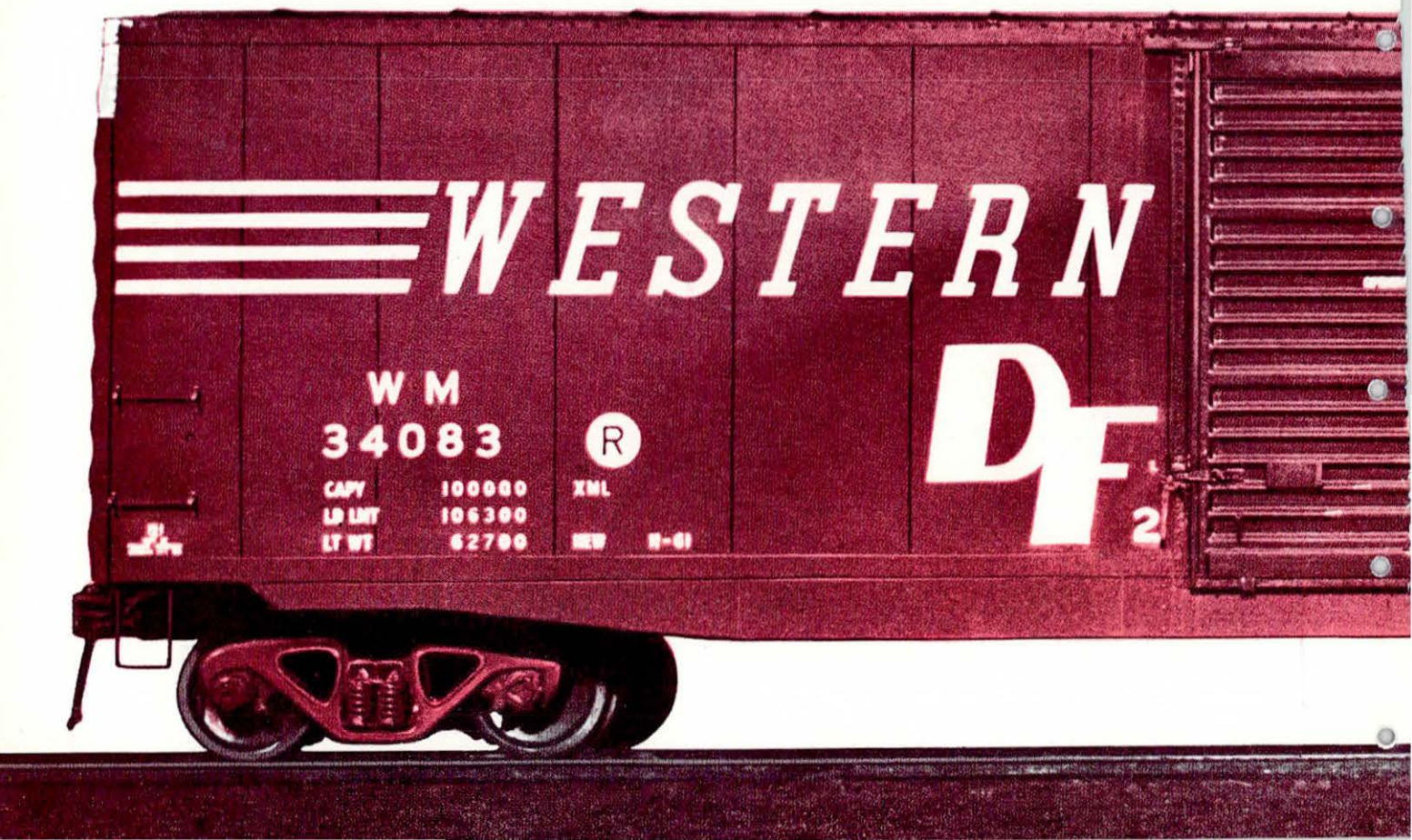

A good example of progressive thinking that prevails on the Western Maryland, is illustrated by their decision to specify WABCOPAC® Brake Units on a recent fleet of new box cars. Replacing a system of complicated beams, levers and rods running along the underside of the car, the Western Maryland utilizes WABCOPAC Brake Units that compact foundation brake parts into easily assembled truck components. Each truck assembly consists of two identical WABCOPAC Brake Units, each with a cylinder, joined by push rods and equipped with COBRA* Composition Brake Shoes.

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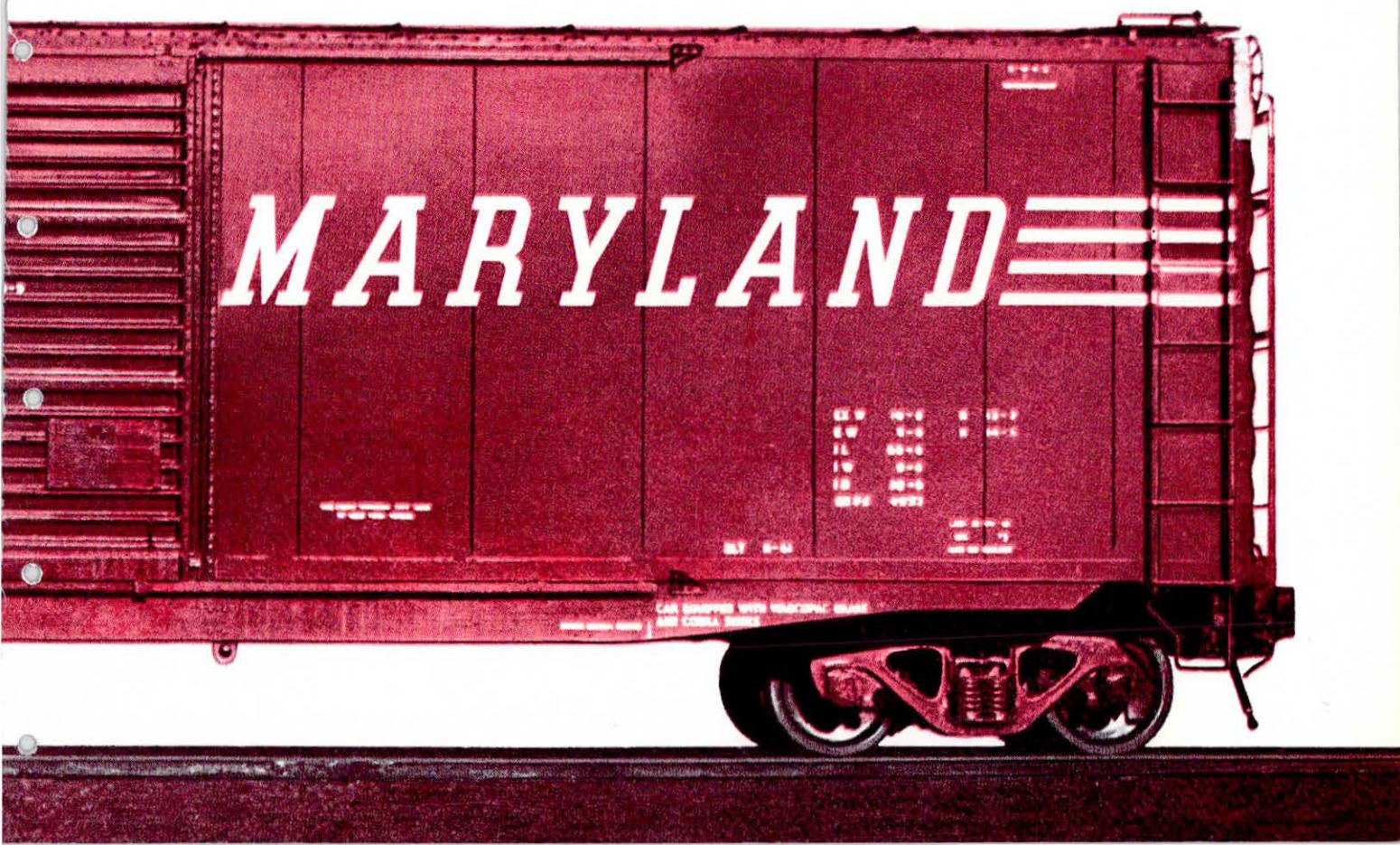

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IN 1961 ONE OF THE FINEST Cushioned Cargo Cars IN SERVICE

This CB&Q boxcar is typical of a "new generation" of veteran railroad cars. After 18 years in service, in 1961 the Burlington brought the car up to the latest Gliding Ride standards by installing National 3C* Gliding Sills. Now number 34953 has taken its place alongside the most modern cars in existence . . . has taken a new lease on revenue-producing life, as proven by over 15 months in service with virtually no lading damage.

This actual case history is important to all railroads and all car operators for this reason: National 3C Gliding Sill points the way to reducing crippling damage claims . . . makes bad-order cars from end-to-end impacts a thing of the past.

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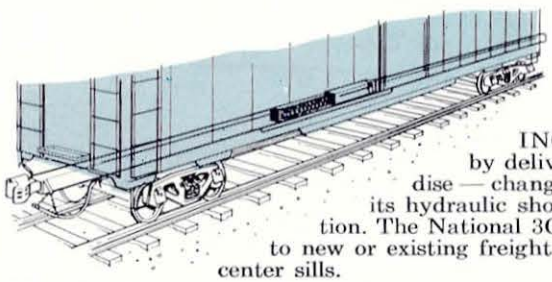
Change Ride to Glide with the National 3C Gliding Sill in all your new or existing cars having AAR standard center sills. It will help you banish the twin bugaboos of damage claims and damaged cars.



NATIONAL 3C GLIDING SILL increases efficiency by delivering damage-free merchandise — changes Riding to Gliding through its hydraulic shock absorbing-cushioning action. The National 3C Gliding Sill can be applied to new or existing freight cars having AAR standard center sills.

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'Basic Oxygen' Rails Gain In RR Favor

The latest development in steel making is the basic oxygen process. It is said to produce steel faster than any other method now known. To an increasing extent the railroads, especially those in the western part of the country, are obtaining their new rail in steel made by the new process, as this report indicates.

Railroad men, especially those concerned with track, will be hearing more and more about "basic oxygen" steel.

Basic oxygen steel is made from a relatively new process in which a jet of high-purity oxygen is directed onto a bath of molten iron, refining it into steel.

Some railroads already have started to use new rail rolled from steel made by the new process. Among them are the Santa Fe, Southern Pacific and Denver & Rio Grande Western. Other railroads are awaiting the results of laboratory tests.

Approval of the new steel as an alternative to present rail specifications of the American Railway Engineering Association is also awaiting the test results.

Speed of production is cited as one of the advantages of the basic oxygen process. "The oxygen furnace can make steel faster than any process known today," says John R. Zadra, of The Colorado Fuel and Iron Corporation.

It is reported in the industry that a basic oxygen furnace can turn out a batch of steel to required specifications in less than an hour. That compares with an average of about eight hours for open hearth furnaces. Steel men point out that the faster rate at which steel can be made by the basic oxygen method provides more flexibility in steel-making operations.

High chemical efficiency

In the basic oxygen process, molten iron, as produced in a conventional blast furnace, is refined to steel by directing a jet of high-purity gaseous oxygen onto the surface of the hot metal bath. It is said that the kinetic energy of the high-velocity gas stream enables it to penetrate the molten metal and convert it to steel with a high degree of chemical efficiency.

In chemical composition and metallurgical characteristics, steel made by the basic oxygen process is said to be similar to basic open hearth steel of the same grade. The differences between the two processes lie chiefly in the design of the furnaces employed and in the relative extent to which high-purity manufactured oxygen is used as a refining agent.

In a recent address before the Mississippi Valley Maintenance of Way Club in St. Louis, Mr. Zadra, who is assistant superintendent of the quality control department at CF&I's Pueblo, Colo., plant, said that the basic oxygen process is characterized by: "(1) Use of high-purity gaseous oxygen as the sole refining agent, thereby assuring that the refining reactions generate the maximum possible amount of heat: (2) a metallic charge composed largely of blast-furnace iron in a molten condition, thus greatly reducing the thermal requirement of the process; and (3) chemical reactions which proceed quite rapidly in a furnace of comparatively low surface-to-volume ratio of the bath, thus minimizing external heat losses. The use of pure oxygen for refining, however, in no way alters the basic chemical reactions and equilibria involved in steel making."

About a dozen steel companies in the United States and Canada are said to have installed, or have announced intention to install, oxygen furnaces. Only two of these, however, are reported to be at plants that include facilities for rolling rails. In 1958, Algoma Steel Corp. placed in operation two basic oxygen steel-making furnaces at its steel works in Sault Ste. Marie, Ont. A third furnace is expected to come into operation late in 1963.

On July 11, 1961, CF&I placed in operation a new basic oxygen steel plant at Pueblo capable of producing 100 tons of molten steel every hour. This plant was installed as part of an extensive modernization program at the Pueblo works.

According to Floyd O. Johnson, manager railroad sales for CF&I, the company was motivated by several considerations in deciding to install the basic oxygen plant. The need to augment the company's steel-making capacity to meet the demands of customers was one. Another developed out of a comparison of initial installation economics. "While the costs will vary," he said, "depending on [such things as] size and equipment, an acceptable rule of thumb is that oxygen steel plants will cost substantially less (up to 50%) than new open hearth facilities." It was felt, moreover, that "steel could be produced whose quality is as good as that obtained from open hearths, and all customers, particularly large users, could be assured that the use of the augmented capacity would provide uniform steel of good quality."

First rails laid in 1961

The Pueblo plant in 1961 produced approximately 100 net tons of basic oxygen steel rails for service tests. These rails were installed on the Santa Fe and the SP. The first of them was laid in track in September 1961. It is understood that this year the Pueblo plant has produced from basic oxygen steel all of the new-rail requirements of the D&RGW and a portion of those of the Santa Fe and SP. These rails have been in 119-lb and 136-lb sections, with the majority in the 136-lb section. Substantial quantities of basic oxygen rail in the 90-lb section have also been produced for installation at copper mines.

Mr. Johnson reports that approximately 30% of the new rail CF&I has produced in 1962 was rolled from basic oxygen steel. He also says the SP, Santa Fe and Rio Grande have agreed to accept any part or all their new-rail requirements in basic oxygen steel. The Missouri Pacific, he adds, has issued instructions that one-half the rail to be produced for it by CF&I is to be made from basic oxygen steel.

Track fastenings and accessories are also being made of basic oxygen steel. The Santa Fe, SP and Rio Grande are, it is reported, accepting tie plates and spikes made of this steel. The UP is accepting 25% of its requirements for these accessories in basic oxygen steel. Companies accepting joint bars and bolts made of the new steel include the SP, Rio Grande and Western Pacific and various copper-mining firms. The Santa Fe has installed an extensive test of basic oxygen steel joint bars and bolts.

Last April, Algoma Steel supplied 350

tons of 100-lb basic oxygen steel rail to the Algoma Central & Hudson Bay, together with 567 pairs of joint bars and 1,200 tie plates. The Canadian Pacific has a test installation of tie plates of basic oxygen steel, and the Canadian National has a small test of basic oxygen steel joint bars. CN's specifications for tie plates, track spikes and track bolts have been revised to permit use of basic oxygen steel as an alternative in their manufacture.

When it comes to the use of basic oxygen rail, the CN and CPR, along with many U.S. roads, have been marking time awaiting the outcome of laboratory tests and the acceptance of such rail by the American Railway Engineering Association. The tests were initiated through the Joint Contact committee of AREA and the American Iron & Steel Institute. The cost is being borne on a 50-50 basis by AREA and CF&I. AREA representation on the Joint Contact committee consists of members of the Association's Committee on Rail, of which W. J. Cruse, engineer maintenance of way of the Great Northern, is chairman.

Tests to end next year

Decision to proceed with the laboratory investigation of basic oxygen rail was made at a 1959 meeting of the Joint Contact committee in Sault Ste. Marie, Ont. "It is the general feeling and attitude of the Rail Committee," says Mr. Cruse, "that rail produced by this process will be equal to that produced by the open hearth process. However, before considering it as an alternative to present rail specifications as published in the AREA Manual, we must first complete our laboratory and field investigations. These, I anticipate, will be completed in 1963."

Laboratory investigation of basic oxygen steel has been carried out at the AAR Research Center in Chicago by Kurt Kannowski, metallurgical engineer, under the direction of G. M. Magee, director of engineering research, and at the University of Illinois by Prof. R. E. Cramer. The investigation has included tests of both rails and joint bars. Rails were subjected to rolling-load tests for shelling, rolling-load tests in a 12-in.-stroke machine on joints butt-welded by both the electric-flash and oxyacetylene pressure methods, slow bend tests and drop tests, as well as mechanical tests.

Joint bars were tested in rail joints on long-stroke rolling load machines. Mechanical tests were conducted on the bars that failed. The chemical analyses of these bars were also checked.

Comparison of data from the mechanical and rolling-load tests of basic oxygen rails with similar data from open hearth steel rails, indicates that rails produced from basic oxygen steel will meet the requirements of present AREA specifications, according to Mr. Kannowski.

In the slow-bend tests of welded joints it was found, he said, that joints consisting of basic oxygen steel, with the exception of a defective weld, performed as well as those produced from open hearth steel rails. Drop tests on welded joints gave equally satisfactory results for basic oxygen rails, he indicated. Rolling-load tests of welded joints have indicated, said Mr. Kannowski, that both types of joints in basic oxygen steel performed as well as joints of the same type in open hearth steel rails.

In that part of the investigation involving joint bars, results of the rolling-load and mechanical tests indicated that performance of bars produced from the two methods of steelmaking was essentially similar, Mr. Kannowski said.

Reporting on results of the tests at the University of Illinois, Prof. Cramer indicates he has arrived at conclusions similar to those of Mr. Kannowski. On the basis of these tests, Prof. Cramer "does not hesitate to recommend the use of basic oxygen steel rails for all types of railroad service . . . including continuous welded track."

To supplement the laboratory investigation, the AAR research staff has under observation a service test of rails and joint bars produced by the basic oxygen process. This test involves rails of basic oxygen carbon steel, high-silicon open hearth and high-silicon basic oxygen steel, all being rail of the 136-lb RE section as produced by CF&I.

The test rails, welded into 78-ft lengths, were installed on Dec. 12, 1961, in a 10-deg 7-min curve on the SP in California. Average tonnage over this track is nearly 43 million gross tons per year. Inspection of the rails after they had been in service about seven months did not reveal any abnormalities in their appearance, according to Mr. Kannowski. No significant differences were noted in the wear rates of the high-silicon rails for the two processes, he said.

Meanwhile, the AREA Committee on Track has outstanding a letter ballot proposing modification of its specifications for tie plates, track spikes and steel drive spikes to allow for acceptance of these items when made from basic oxygen steel. S. H. Poore, chairman of this committee and office engineer, Chesapeake & Ohio, Richmond, Va., reported recently on the status of this ballot. "While all returns are not in as of this date," he said, "there is every reason to believe that we will have this specification ready to offer to the AREA at its March 1963 convention for final approval."

'Basic Oxygen' Steel:

The following description of the basic oxygen steel process is excerpted from a statement prepared by the quality control department of The Colorado Fuel and Iron Corporation:

The basic oxygen process as practiced in America today is carried out in a cylindrical basic-lined furnace which may be either eccentric or concentric in design. The furnace, which is rotatable about a fixed transverse axis, is maintained in an upright position while oxygen injection is in progress.

The oxygen jet equipment consists of a tubular, water-cooled, copper-tipped retractable lance kept in a vertical position about the center line of the furnace. At the top of the lance, armored rubber hoses are connected to a pressure-regulated oxygen source.

After charging the furnace with controlled amounts of scrap and molten iron, the furnace is rotated to an upright position and the oxygen jet is lowered to a predetermined position above the surface of the bath. The height of the lance tip above the bath is of critical importance in controlling the process because of its effect on jet impact and penetration, bath turbulence, slag oxidation and temperature. Pure oxygen gas issues from the jet nozzle at high velocity under a pressure normally held between 140 and 180 psi.

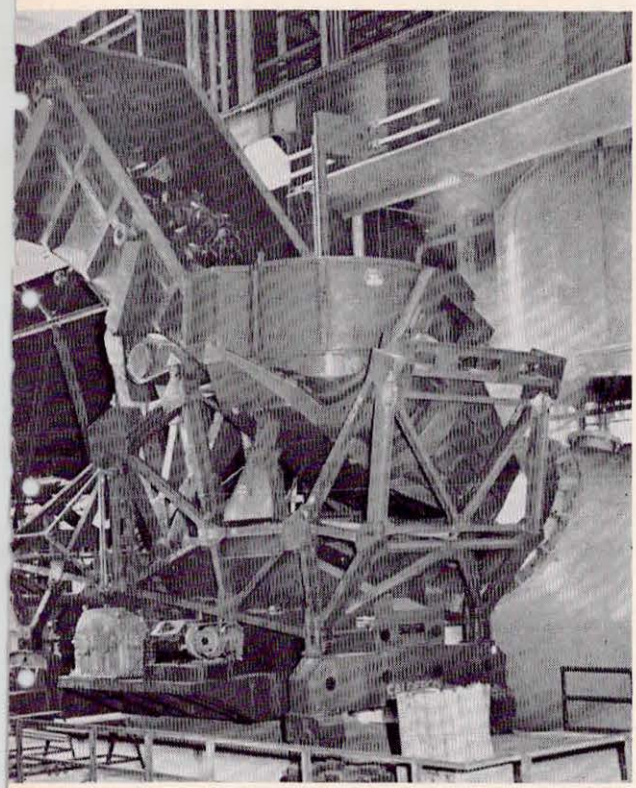
The action of the oxygen jet is partly chemical and partly physical. Impinging on the surface of the liquid bath, the oxygen immediately starts reactions leading to formation of iron oxide, part of which disperses rapidly through the bath. Carbon monoxide is evolved which gives rise to a vigorous stirring action and accelerates the refining metallurgical reactions.

Slag-forming fluxes — chiefly burned lime, fluorspar and mill scale —are added in controlled amounts from an overhead storage system to remove phosphorus and sulphur from steel. When the refining process has been completed, the vessel is tilted for "tapping." The molten steel runs into a ladle and later is poured into ingot molds.

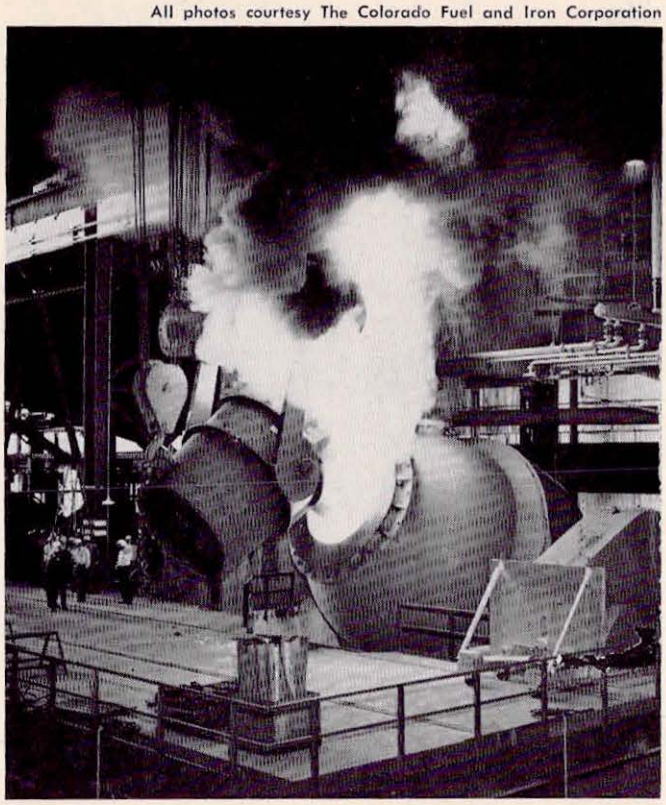
An oxygen furnace is said to be capable of making steel faster than any other process known today.

A Brief Description of How It Is Made

All photos courtesy The Colorado Fuel and Iron Corporation

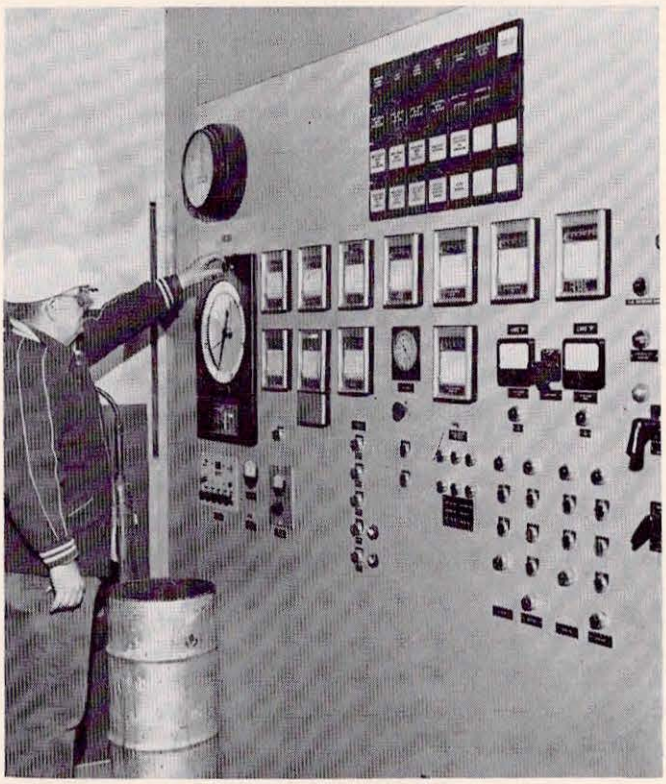


SCRAP is loaded from scrap charger into vessel in which steel is made. Box of scrap can be pre-loaded.



MOLTEN IRON is poured on top of scrap. This supplies combustion that is augmented by addition of oxygen.

OVERHEAD LANCE delivers high-purity oxygen on top of vessel containing scrap and molten iron.



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How Can Utilization Of Cars Be Improved?

More and more, railroad men are trying to develop new ways of improving utilization of freight car equipment. Here are suggestions from two railroad employees for ways and means to improve utilization—one involving better stenciling of instructions on car sides, the other proposing formation of a pool of special cars.

To the Question and Answer Editor:

Why can't a uniform standard of service stencils for cars in assigned service be set up?

In my work as a brakeman, I have noticed many freight cars with stenciled instructions on the side of the car relating to return of the car to loading points or concerning commodity loading restrictions. Seldom are the stencils placed in an easily seen spot, or painted in colors which stand out.

The lone exceptions to this that I have seen are box cars assigned to cement and potash service in southern California. These cars are seldom mishandled.

On each side of the car, just to the left of the single door, a large, bright yellow rectangle is painted. Instructions for handling the car are stenciled on this rectangle.

This easily seen stencil can be a great help to yard clerks, switchmen and train crews. They can't help but see the instructions.

In contrast, though, even new 50-ft, double-door cars assigned to paper service in the Northwest are identified only by an often-obscured, thin line of white lettering with no backing of color. On some cars the stencil is hidden when the car doors are open. The thousands of cars assigned to auto parts service—cars from every railroad—are even less easily identified. Stencils are painted on car doors, under handrails and in a number of other locations.

In the West, especially during the summer, many types of car are in short supply, and each and every effort to prevent mishandling is worthwhile. Knowing where to return an assigned car and getting it there becomes vital. Uniform, easily seen stenciled instructions would be a big help.—*Norman Orfall, Los Angeles, Calif.*

Special Cars: Why Not a Pool?

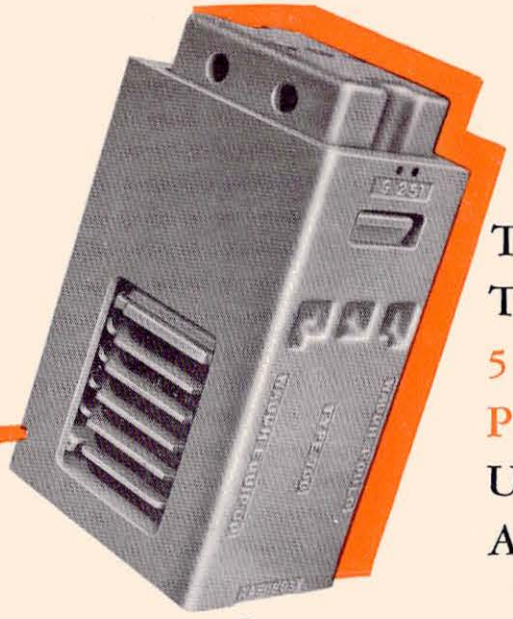
To the Question and Answer Editor:

The use of specially equipped cars has increased greatly over the past few years. But assignment of these cars—covered hoppers, DF cars, cushion underframe bulkhead flats and others—to specific shippers often produces excessive empty car-miles when the equipment must be returned to its home point.

Current instructions provide for return of cars to the point of origin. But these instructions were set up when there was only a relatively small number of such cars available. There has been an enormous increase in the number of special cars placed in service in recent years—and, in my opinion, there is no longer the need for moving cars long distances as empties.

Why can't all such equipment be sent to strategic points to be put in a pool and used to best advantage? Policing and car requirements could be handled in a way which would eliminate much empty car mile expense.—*W. C. Briggs, Memphis, Tenn.*

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.



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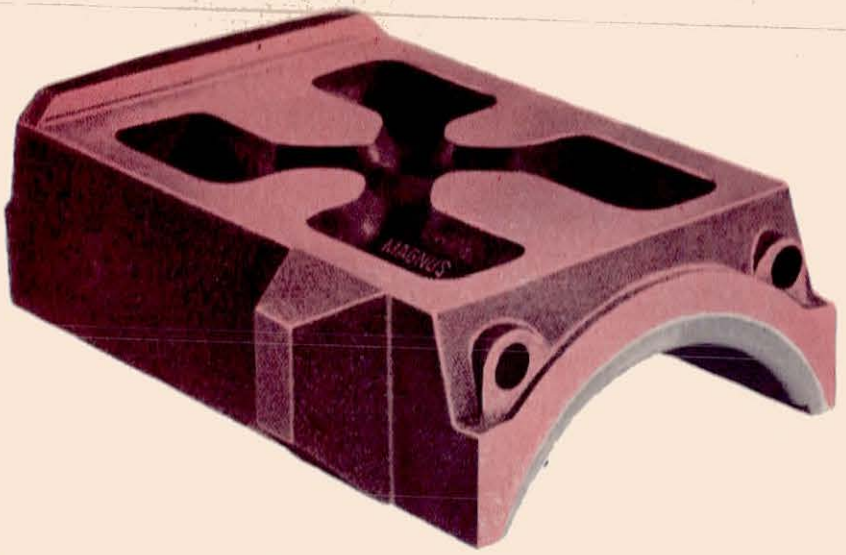

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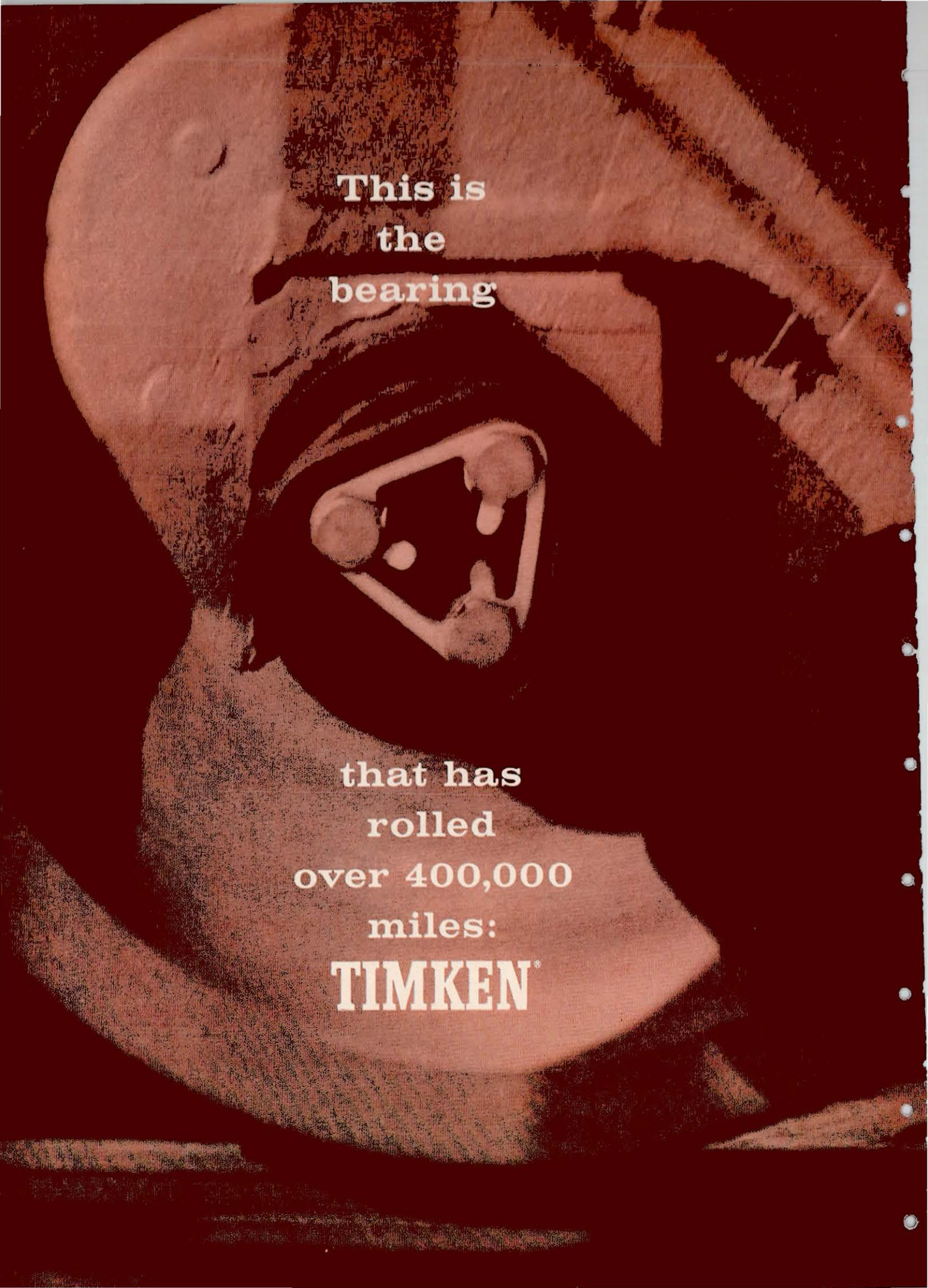
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RAILROADING AFTER HOURS WITH JIM LYNE

SENIORITY TOO NARROW?—I get the impression that there are a lot of railroaders who would be happier if seniority rosters were extended to cover districts and even whole systems, instead of being limited (as they still often are) to divisions. As it is, on some divisions you have to be older than Methuselah to hold a regular job—while elsewhere the going is much easier.

I can't get over the feeling that it would be good for employers and employees alike if some standards were set whereby employees could demonstrate special proficiency; and that such attainments (and not mere length of whiskers) should carry some weight in bidding in on jobs.

From talking to union people, I get the idea that some of them are a lot more hospitable to educational opportunities and qualifications than they usually get credit for. The fact that a fellow can learn to do a job passably by mere experience doesn't prove that he wouldn't do it 100% better with some formal instruction, and some recognition for his efforts in this area.

UNIVERSAL 'CARD PASS'?—I often wonder whether a railroad union card serves as effectively as a railroad pass nowadays, as it used to do away back when. I saw plenty of evidence of the magic effectiveness of these documents when I was so young nobody thought I knew what was going on.

I didn't observe, either, that management was too rough in discouraging the practice—because, after all, how else were job-seekers and jobs (of which there were often aplenty) going to get together? No cut-off railroader had the money to pay his fare; and this was before the days of riding the thumb.

Hauling a job-seeking railroader for free was one thing, and knocking down on the cash fares was (quite properly) a quite different category of misbehavior. Managements were appropriately severe for dealing with the color blind (i. e., those unable to distinguish between the color of company money and their own).

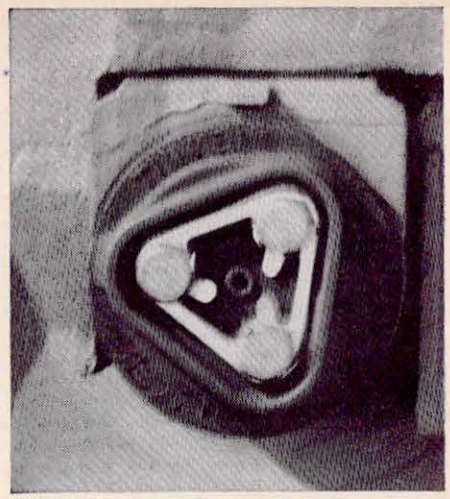
SOCIALISTIC YOUTH—Scholastic Magazine has been questionnairing high school kids on their attitude toward government operation of various industries. From spring 1960 to spring 1961 there was an increase from 18 to 32% in the ratio of boys who believed government should run the railroads (the proportion of socializers among the girls being even higher). Just about one-third of the kids believed railroads should be subjected to more government regulation—but most big industries had even higher percentages; and labor the highest of all (71%). These figures, if representative, suggest that around a third of our youngsters are pretty hospitable to socialization.

These figures don't worry me unduly. I was fairly radical myself at that age. I once knew a wise old fellow who had put in many years at personnel work, and who said he had little regard for a youngster who was not radical, or for a mature adult who was.

MISTAKEN IDENTITY—I note that the trucking associations' Transport Topics paper has a cartoon representing railroads as a hog with all of transportation in its trough, and several empty buckets around (one labeled "federal aid"). And the ravenous animal is hollering "More." Actually, the record shows that this gluttonous varmint is getting 12% less rations (ton-miles) than he did 15 years ago, whereas the truckers' take is up three-fold in the same period. Quite evidently, the cartoonist got his labels mixed up.

QUEER LANGUAGE, ENGLISH—The British Railways publish not just one employees' magazine, but several regional ones. In the November issue of the London-Midland publication, there's a piece about the closing of a rural station called "Hundred End," and the writer goes on to explain that "hundred" in this sense does not mean 100, but is a geographical area (somewhat, perhaps, like a U.S. township or a New England "town"). The popular explanation is that this was the space needed for 100 families.

The same magazine has a picture of a train at a station identified as "Whatstandwell." Sounds like Indian talk to me. Anyhow, if you are looking for odd-ball station names (as I always am), Britain's railways certainly have their full quota. The magazine also shows a presentation to the Lord Mayor of Coventry of a name-plate from a locomotive called "Lady Godiva"—so called, no doubt, from its lack of surplus adornment.



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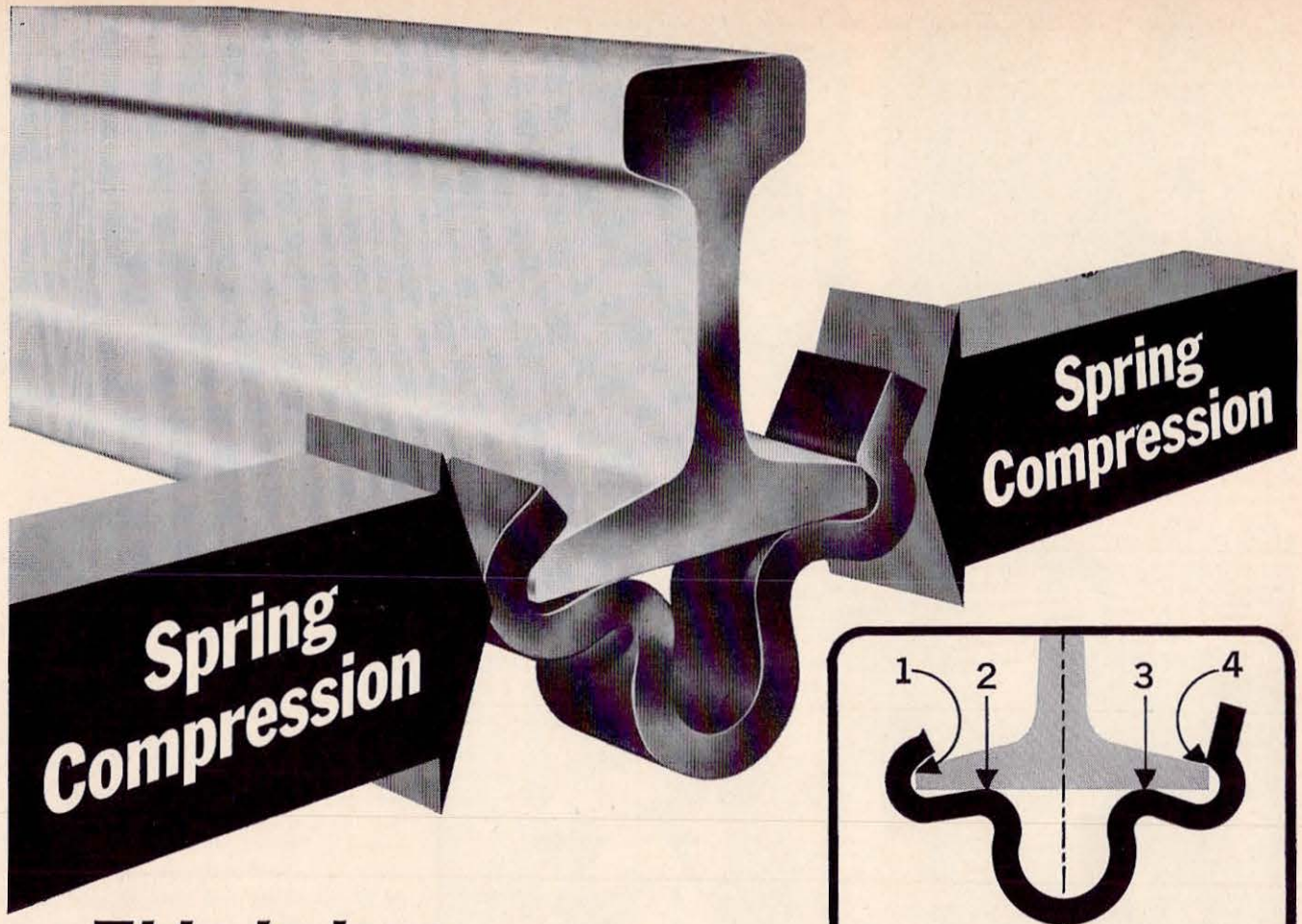

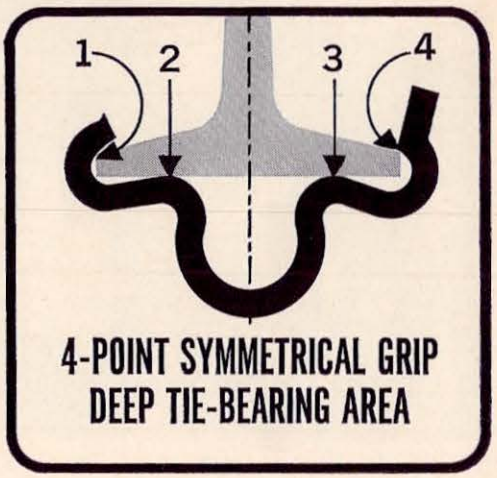

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SANTA FE has baggage carts as standard equipment at 35 of its stations.

TEXAS & PACIFIC has 268 self-service baggage carts in service at eight of its passenger stations for patrons who prefer to handle their own baggage.

CONVENIENT and economical, baggage carts are especially favored by women. These passengers are about to board a T&P train at Dallas.

Baggage Carts Are Catching On

Rail passengers are finding that handling their own baggage is convenient and economical as a result of the self-service luggage carts appearing in rail stations in the Midwest and West.

Santa Fe, an early user of luggage carts, experimented with them at its station in Topeka, Kan., late in 1954. Passenger acceptance was good and carts were soon placed in service at 18 other Santa Fe stations. Santa Fe now has luggage carts as standard equipment at 35 stations and notice of the service is carried in its time tables. Ross E. Chappell, Santa Fe's general passenger traffic manager, says, "We receive a very fine reaction to the carts, especially from women and older passengers."

A now-retired clerk in Texas & Pacific's passenger department suggested, nearly 20 years ago, that luggage carts would be just the thing for passengers who might want to handle their own baggage. Carts, he said, "serve with convenience in supermarkets. They could do the same for railroad travelers."

T&P began using the carts at the Dallas Union Terminal about four years ago. Passengers liked the carts so well that the road immediately ordered more for other stations. Now T&P has 268 Folding Carrier Corp. carts in service at stations in Dallas, El Paso, Fort Worth, Midland, Odessa and Big Spring, Tex., and at New Orleans and Shreveport, La.

Despite their popularity, luggage carts will probably never fully replace red caps, especially at larger stations. At split-level stations with stairways, the use of wheeled carts is impractical. At Fort Worth, for example, where a stairway leads from the waiting room tunnel up to track level, T&P has only 20 carts in service. But at stations where carts are in service they are useful in supplementing red cap service during peak periods. In some cases they make it possible to release red caps for other duties.

The Terminal Railroad Association placed 30 Technibilt carts in the St. Louis Union Station earlier this year and they met with "instant passenger approval." TRRA ordered 15 more luggage carts and now has them easily accessible in racks near train gates and in the station lobby. Red caps are responsible for returning carts to the proper rack.

In addition to economy (even the apparently wealthy passengers use the carts) rail travelers like the convenience of a luggage cart. With a row of carts handy there is no worry or bother about locating a red cap, nor is there need for concern about getting luggage after boarding a train.

Travelers aren't the only ones who like the self-service carts. Some rail passenger traffic men feel about the carts as operating men feel about the diesel engine, CTC, or cab-to-caboose radio. As one passenger man said, "We don't know how we got along without them." Even though there is some concern about lost carts, this is apparently a minor problem. TRRA, for example, hasn't lost a single luggage cart, although a red cap occasionally has to retrieve a stray cart from the other side of Market Street or from the station parking lot.

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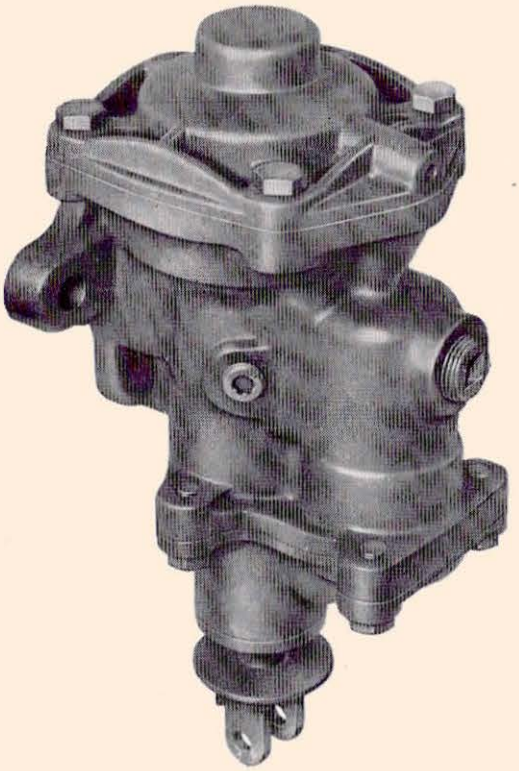

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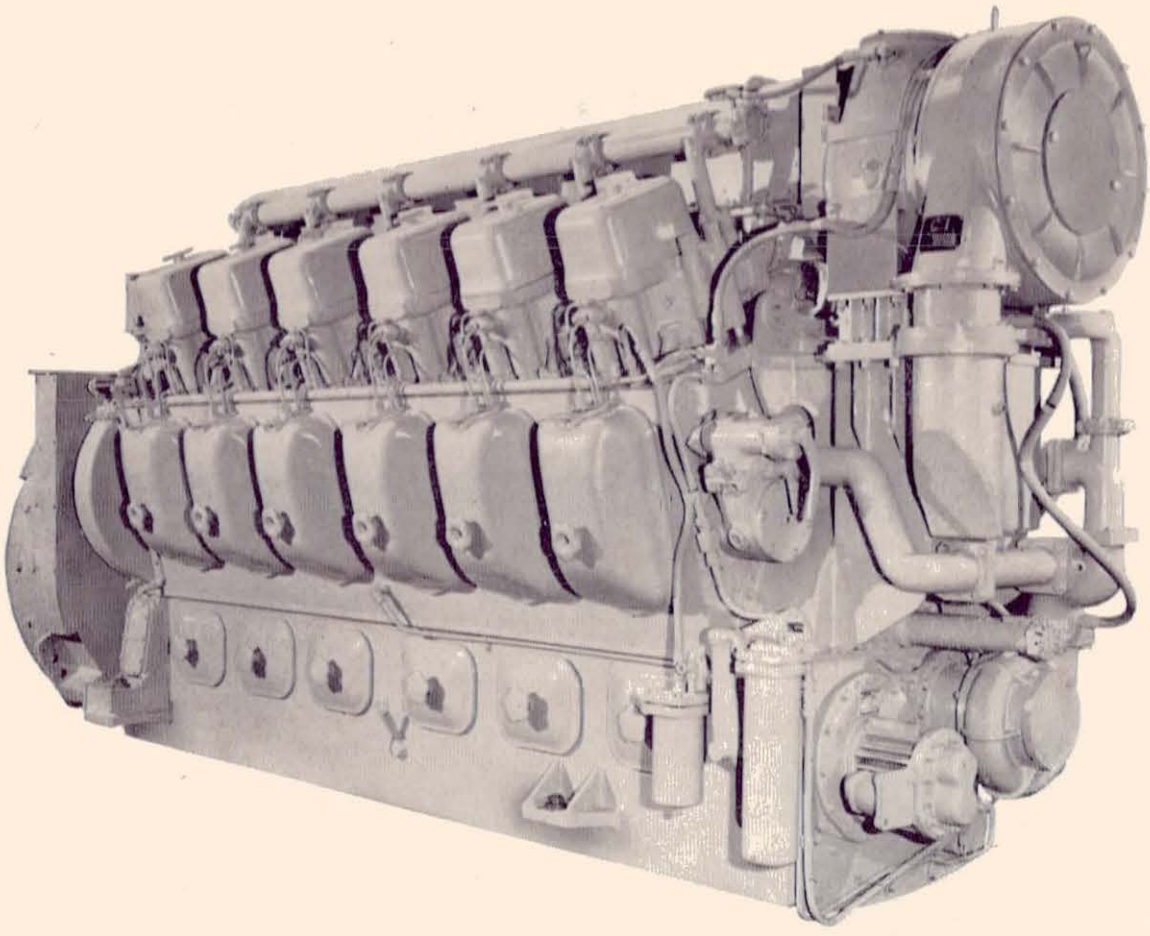

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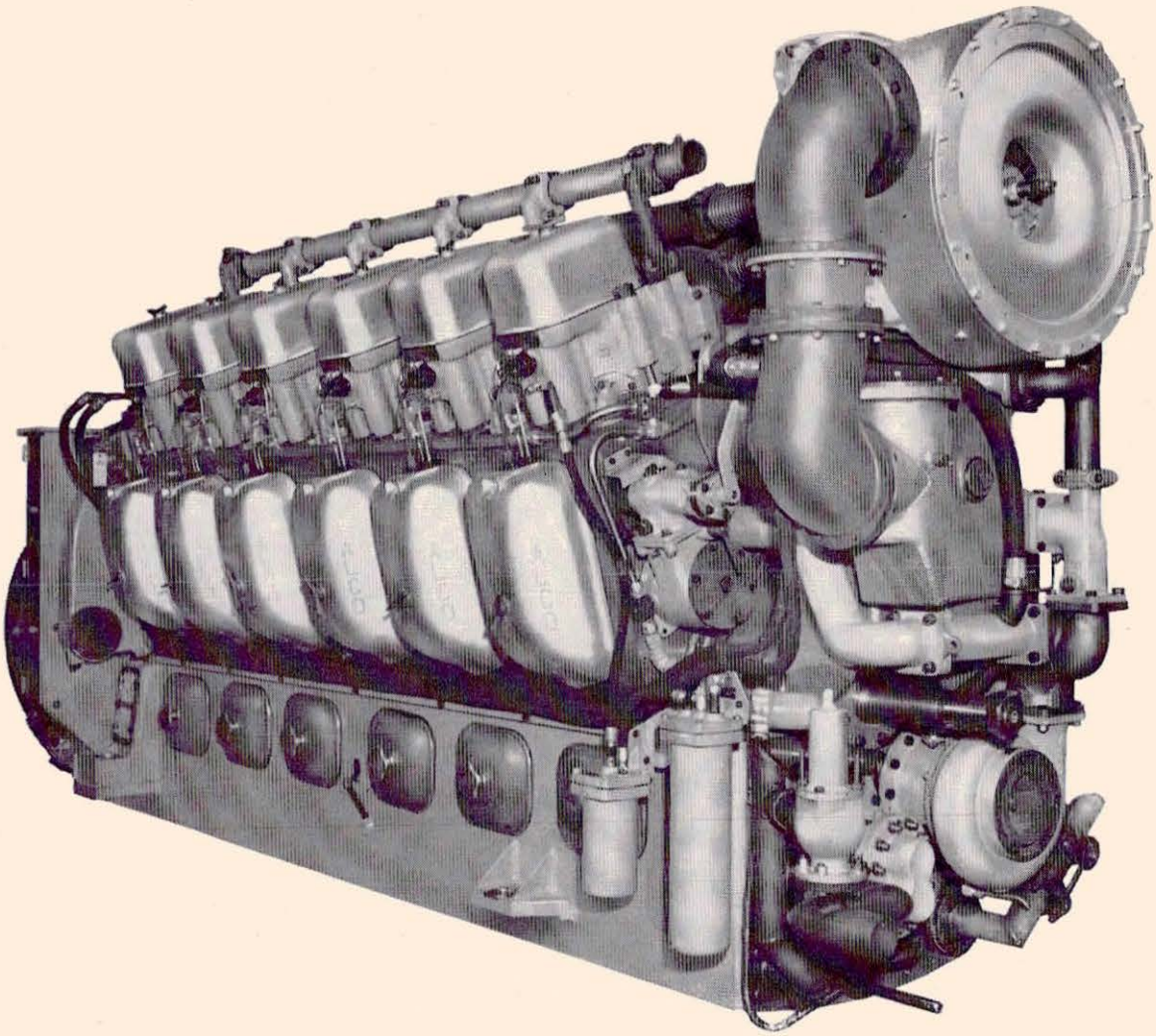

TODAY'S.

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*Indicates change may be applied in the field.

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ASME Symposium

What Are Requirements of Future

"It seems logical to think in terms of two types of trucks—one adequate to carry commodities which are not easily damaged and another of more refined design capable of carrying commodities which require protection against excessive accelerations and vibratory motions."

—L. S. McGregor, Canadian National

Future freight car trucks—what they must do, what they must cost, and what features they must incorporate—were discussed at the winter annual meeting of the American Society of Mechanical Engineers on Nov. 29. While today's conventional two-axle freight car truck has coped rather well with higher sustained train speeds and heavier car loads, it became apparent during the ASME discussion that this truck has shortcomings and limitations which could become more burdensome in the years ahead. Truck design and appraisal of forces to which cars and ladings are subjected were called "problems fundamental in improving the railroads' transportation capabilities in the next few years," by C. D. Buford, AAR vice president.

The discussion brought out the diverse viewpoints on the problem taken by railroads, carbuilders, truck manufacturers, and shippers. Spokesmen were: for railroads—L. S. McGregor, chief of motive power and car equipment, Canadian National; carbuilders—W. Van Der Sluys, associate director of research and development, Pullman-Standard; truck manufacturers—C. E. Tack, vice president—engineering, American Steel Foundries; and shippers—C. A. Naffziger, director, freight loss and damage prevention section, AAR. Moderator was W. M. Keller, vice president—research, AAR.

Railroads' Viewpoint

To define the characteristics of railroad operations, Mr. McGregor noted, is a complex problem. Aside from the difficulty of forecasting future transportation service demands, effects of a number of freight-car-truck operating elements are unknown or unevaluated. Needed are the limiting accelerations, frequencies and amplitudes for avoiding damage to different lading categories. Forces transmitted from the trucks to the carbody and lading must be related to the longitudinal forces originating through the coupler before an optimum ride quality objective can be specified. Gathering of this basic data, essential to optimum truck design, is primarily the responsibility of the railroads because it can only be obtained from instrumented road tests.

Variables inherent in the truck and the medium within which it must function limit the practicability of a wholly theoretical approach to truck design. Although track gage, alinement, and joints can be measured in a static condition, appraisal of these factors when trucks are running over the track at speed is little known.

In developing a freight-car-truck design with improved ride quality, a designer must conform to a number of restrictive conditions if that truck is to be practical and acceptable to railroads:

- Vertical movement of the suspension elements is restricted to coupler height limits.
- Low manufacturing costs must be maintained due to the large number of vehicles involved and the relatively low return on capital investment.
- Little increase in weight can be tolerated because the gross weight of a car is fixed and any increase in truck weight reduces the pay load.
- Low maintenance and good reliability in service are essential.

Trucks on an average modern box car represent approximately one-fifth of total car cost. To determine what premium could be paid to improve truck ride quality would require an analysis of such factors as the sensitivity of specific ladings to shock or vibratory damage, the truck riding quality as a source of damage, and the value and potential market of goods within these categories. If virtually complete protection could be provided against damage due to vertical and lateral accelerations, the railroads probably would be prepared to pay a substantially higher price.

Freight-car-truck maintenance costs are exceedingly low; it is doubtful whether any special efforts are warranted in reducing them further. An analysis of truck costs on a selected fleet of freight cars showed that a car set of trucks costs the railway $140 annually—18¢ per 1,000 gross ton-miles—to maintain.

While railroads are carrying certain fragile commodities which are subject to damage if truck riding characteristics are not satisfactory, the greater part of railroad tonnage consists of commodities for which present truck designs are adequate. It seems logical to think of two types of trucks, one adequate to carry commodities which are not easily damaged, and another of more refined design capable of carrying commodities which require protection against excessive accelerations or vibratory motions.

If riding characteristics of present trucks are satisfactory for loads that are not easily damaged, the feature with which railroads should be concerned is the ability to carry these loads with safety at speeds up to 80 mph.

Manufacturers' Concept

Configuration of the carbody, the type of lading, and the location of center of gravity above the rail are major factors influencing freight-car riding qualities, Mr. Tack said. Because there is no single standard freight car, it follows that there can be no single standard freight-car truck or suspension system which will give a completely controlled ride under all operating conditions. Freight-car trucks and suspensions represent a number of compromises made to satisfy the demands of the railroad industry:

- **Cost**—First cost must be kept low. Maintenance costs must be at the minimum. Basic components should last for the life of the vehicle.

Car Trucks?

- **Weight**—Basic components should be as light as possible, consistent with safe and trouble-free service.
- **Riding quality**—This is a term which covers a wide range of performance characteristics. Riding quality has been judged in the past in terms of "lading damage factor," an empirical method of assigning values to transmitted shocks of relative low frequency and intensity.

Further improvement in ride quality might require consideration of more sophisticated and expensive suspension systems. Just how much is an improvement in ride quality worth in dollars? How much lading damage can be traced directly to truck or suspension design? It may be more practical to design special suspension systems for special cars and commodities in order to avoid high cost for trucks which handle bulk items.

Lading-Damage Problem

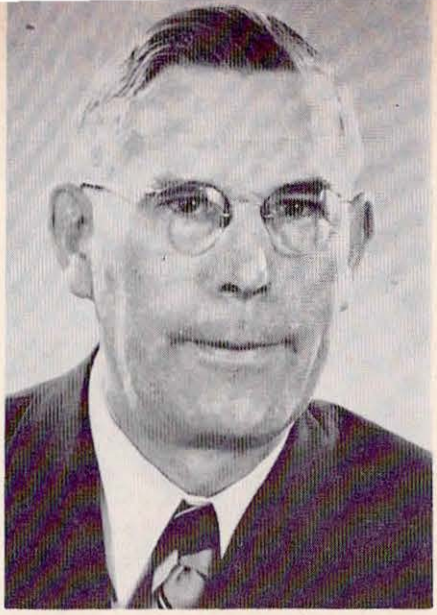
While numerous commodities could be involved in lading damage resulting from rough-riding car trucks, these were listed by Mr. Naffziger as being of primary interest:

- Dressed beef on hooks.
- Cotton in bales.
- Newsprint.
- Ceramic products.

Dressed-beef damage results from quarters of beef dropping to the car floor. A decade ago a special AAR committee reported that the "claims paid by the railroads for damage to dressed beef can be reduced 85% by equipping all beef-rail refrigerator cars with modern high-speed trucks. Excessive vertical vibration of cars not equipped with high-speed trucks caused all but a small fraction of damage estimated at $400,000 in an 18-month period."

The Railroad Perishable Inspection Agency notifies car lines of individual cars in which repeated damage has been experienced. Car lines repair or, in some instances, retire such cars. It was found that some railroads had installed improper springs in the trucks of refrigerator cars.

A combination of circumstances which increased the effect of rough riding car trucks has served to increase the occurrence of cotton-in-transit fires to alarming proportions. These circumstances involve principally the sustained higher speeds of the diesel locomotive and fork-lift-truck loading with resultant heavier and closely packed loads. In 1946 fire losses amounted to $103,881 with an average of one cotton fire occurring in every 6496 cars originated. In 1961, fire losses were $1,740,588 with an average of one fire in every 610 cars.



E. Wynne, CN vice president, is chairman of the ASME Railroad Division.

W. M. Keller, AAR vice president, moderated symposium on freight car trucks.

A Southern Pacific and Stanford Research Institute study concluded: "There are two major, and approximately equally important, direct causes of fires during railroad shipment of cotton bales—metal sparks and high intensity friction. The cotton fire problem would be non-existent if it were not for the motion imparted to the bales in transit. It would be expected that, if the train were traveling at a higher speed, there would be more movement per unit of time imparted to the car, both the vertical or vibrational motion, and the lateral or swaying motion."

Rolls of newsprint paper generally weigh from 1800 to 2000 lb each and are loaded on end. Vertical vibration in transit causes the rolls to chafe upon contact with other objects. There is also evidence that the rolls rotate in transit and become damaged by rubbing on adjacent rolls or car walls. In addition, there is a theory that transit vibration may result in a tendency for the paper plies in the roll to equalize any winding tensions. The modern high-speed press requires perfect rolls, or expensive rewinding or rejection with sale of the unusable paper through salvage channels as the result.

Damage to enameled items such as stoves and washers can be aggravated by vertical vibration in transit. Evidence is conclusive that extensive damage to hollow building and drain tile is the result of transit vibration at such frequencies as to bring about literal disintegration without evidence of horizontal load shifting.

Carbuilders' Attitude

The carbuilder's concept of an ideal freight car truck from a production standpoint would be one which practically falls together on assembly with no need for adjustments of any kind, Mr. Van Der Sluys said. The modern freight truck is remarkably close to this except for the brake installation.

For the future, carbuilders need standardized truck designs which will remain unchanged for a considerable time. Four-wheel trucks with 36-in. wheels are now permitted on 100-ton cars, even though those concerned with rail shelling consider these wheels badly overloaded. If it becomes necessary to use 38-in. or 40-in. wheels, any car designs which utilize all underbody space presently available will have to be modified, redesigned and retested. This makes it very difficult to develop the high-capacity, high-cube cars in which railroads are currently interested. The high-capacity concept produces a need for some means of improving the roll stability of high-center-of-gravity cars. Many cars today are approaching and, in some cases, passing, the limits normally considered maximum. Efficient carbody structural designs, resulting in lighter weight cars, frequently bring the problem of empty-load brakes. Full potential of lightweight car designs can be realized only if an empty-load brake of lower first cost can be adopted as a standard.

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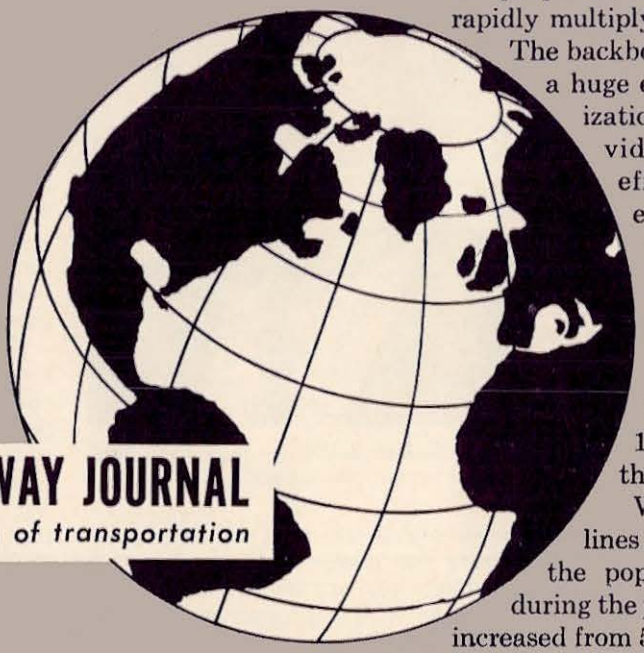

The backbone of this movement is a huge expansion and modernization of railways to provide the economic and efficient transportation essential to progress. Clear evidence is furnished by continuing studies, indicating world capital expenditures totaling $8 to $10 billion dollars in 1962, and increasing in the future.

When the first railway lines were built in the 1830's, the population of this Earth during the preceding 300 years had increased from 500 million to 1,000 million people. During the first *100 years* of Railways, this figure doubled to more than 2,000 million people.

In the 50 years, 1930 to 1980—it is calculated by United Nations Organization that this number will again double to 4,000 million . . . and to 6,300 million by the year 2000.

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JOURNAL

LETTERS FROM READERS

Cuban Crisis Not Serious?

Milwaukee, Wis.

To the Editor:

May I take friendly exception to the tone, if not the essential conclusions, of your editorial "Will America Wake Up Now?" [RA, Nov. 5, p. 38].

I submit we were no nearer World War III during the so-called Cuban crisis than we have been any number of times since the U.S.S.R. achieved the nuclear attack capability of the U.S. In terms of today's weapons, a missile aimed in our direction and located inside the Soviet Union is just as frightening (or should be) as a similar attack instrument planted in Cuba. Again, should the Soviets reach the conclusion that they can strike us with nuclear weapons without fatal results for their homeland, it is doubtful that they will give us a period of weeks in which to conduct aerial surveillance, analyze our findings, brief the nation on TV, and then institute protective measures such as the marine quarantine around Cuba.

The second paragraph of Railway Age's editorial clearly implies that we (i.e. the U.S. and its allies) have been and remain on the defensive against communism. I disagree. We have met the Communists in several collisions, ranging from Greece to Korea and Berlin, of which Cuba is only the latest, and we have accomplished much. We did not surrender Greece or South Korea or Western Europe or the islands off Formosa, nor have we allowed Soviet domination of the Middle East or Africa. This fight, always conducted under the threat of nuclear warfare, has been won, or at the very least, stabilized at great expense, always in money and not infrequently in lives (e.g., Korea). I think it deserves a better press than your second paragraph credits it with.

Quite apart from these international matters, the Railway Age editorial aims a shotgun at the opposition to railroad reform and manages to bring down "dominant political power," "union organizations," and "skilled manipulators of public opinion" in its blast—which conveniently omits large areas of business itself which have vigorously supported government construction and maintenance of airways, highways and waterways. Large steel-making interests are at this very moment asking the government to dig a canal between Lake Erie and the Ohio River. I have detected no particular enthusiasm for a pay-as-you-go interstate highway program on the part of the automobile, steel, rubber, oil and pavement interests. If anything, the Cuban crisis will only serve to promote many more such projects in the name of "national defense."

In other words, I think the Nov. 5 editorial exaggerates and mistakenly uses the Cuban affair to censure but a few of the groups responsible for the continuing dilemma of railroading. All of this is somewhat disappointing to me because in the past (and let us hope in the future as well) Railway Age has been the first to note that the railroad problem has not been resolved by either political party and, further, that the business community itself bears a great deal of responsibility for the proximity of the industry to socialism.

David P. Morgan
Editor, Trains Magazine

[Our comment on this friendly criticism from Editor Dave Morgan appears on page 54—EDITOR]

Current Publications

New Books

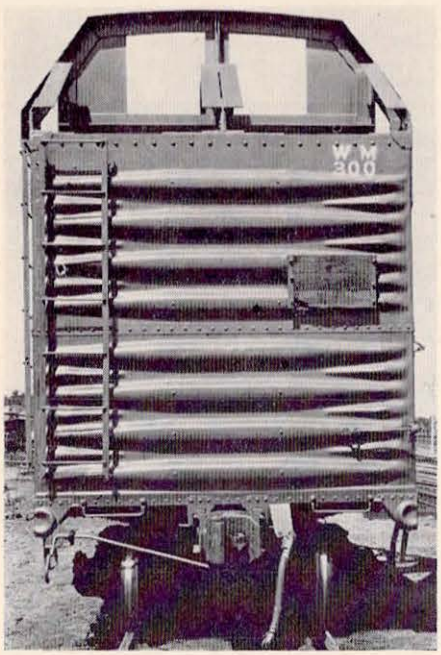
DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK, 1962-1963, compiled from official sources under the direction of the editor of the Railway Gazette. 678 pages. Tothill Press Limited, 33 Tothill St., Westminster, S. W. 1, London, England. 60 shillings (approximately $8.40.)

The ever-changing pattern of the countries of the world brings more changes in the entries in the latest edition of this valuable reference tool. For the first time Swaziland appears; Portuguese India, or Goa, is no longer a separate country as it was absorbed by India in 1961; Jamaica has achieved independence, and in the U. S., further mergers have been completed. Two sections included for the first time are a world-wide list of manufacturers of diesel engines and transmissions for locomotives and rail cars. All the useful statistics and data on railways and officials appearing in previous editions are included and brought up to date wherever possible.

UITP BIBLIO-INDEX. Union Internationale des Transports Publics, 18, Avenue de La Toison D'Or, Brussels, Belgium. Quarterly, $20.

The aim of this bibliographical index is to provide at regular intervals up-to-date information on publications in the public transport field, and more particularly on urban public transport. The references have been abstracted from more than 100 technical journals, and are presented on detachable cards, 120 references to the issue. If the article is in English, French or German, the reference is entirely in the original language; if the article is in another language, the notice will be in one of the above languages.

SPECIAL CAR will clear Western Maryland tunnels of icicles that may damage automobiles on rack cars.



Car Scrapes Icicles Off WM Tunnel Roofs

Last summer the Western Maryland was thinking and doing something about icicles that hang from tunnel roofs during the wintertime and smash windshields and damage tops of automobiles on auto-rack cars. The road had tried sealing and draining tunnel roofs, patrolling and manually knocking icicles from the ceilings, but these measures were both unsatisfactory and costly.

The most economical solution was found in the construction of an ice-breaker car which is operated in train consists when division engineers find tunnel conditions require its service. Using a retired 50-ton box car, WM's shop forces at Hagerstown, Md., modified the car and erected a steel framework permanently over one of the car truck centers. About 45 tons of stone were used to ballast the car, giving the car a gross weight of 142,220 lb. Holes in the car floor prevent water accumulation.

Cost of material, labor, and ballast for the conversion was approximately $1,900.

Better Supervision: Major RR Problem?

Improved supervision and more adequately trained personnel are major—even critical—needs on U. S. railroads, according to Harold M. Hoffmeister, Missouri Pacific's vice president.

Mr. Hoffmeister told a Railway Systems & Management Association seminar in Chicago last week that railroads "face a work force that is depressed, has poor morale and, in some instances, even has attitudes which are antipathetical to the railroads."

Present personnel procurement, new-worker orientation, on-the-job training and selection and development of supervisors are all problem areas, as MP's vice president views the situation.

Mr. Hoffmeister put it bluntly: The need for better human resources can be the railroad industry's "downfall or opportunity."

He put the blame on the World War II years and the period following the war as the time when railroads "lost much of the characteristic interest, drive, loyalty, identification and participation of the rail work force. During this same period, relations with the labor organizations became increasingly ones in which pay increases and work changes were granted in order to continue operations without regard to future consequences. Advantages were lost because of not having enough management control—thus not having the opportunity of planning, supervising and retaining control so that each and every opportunity could be made to count."

Mr. Hoffmeister then outlined the characteristics of the railroad work force that hinder upgrading of personnel:

- Railroad workers have a considerably higher average age than do workers in most industries. "We are missing whole generations in our employees. This means that at times we have mass retirements leaving us without the educated and the trained human resources we need." Further, railroads do not have appropriate numbers of all age groups represented in the work force, and "we are unable, in many areas, to retire people at a given age. They stay on, some contributing, but most cannot make a full contribution."
- Because of past employment practices and because of the nature of much railroad work, many railroaders have relatively poor educational backgrounds. In addition, morale is not good. "Whether because of their age or the defeatist attitude in some areas of the railroad industry, there are very few of the workers that feel they have anything to look forward to. The absence of aspirations and goals is destructive to a man's interest, work and growth—and eliminates his desire for on-the-job or off-the-job education."
- Railroaders are fearful because of the job shrinkage in the industry. "This creates insecurity—and also serves to make people frequently change their specific job routines [because of 'bumping']. It discourages supervisors from training. It leads to more inexperienced people being on more important jobs." At the same time, increasing technology . . . has led to a constantly growing need for people of broader background and skill. This has made many of the skills of our present work force inadequate. Since these people have seniority and we have made many labor agreements, we face a continuing and growing difficulty. . . . Available skills are frequently beneath the minimum job requirements"—that is, there are too many people with general railroad experience on important jobs who lack specifically required experience, knowledge or skill.
- Railroad managements have failed to define the importance of the individual and have failed to motivate or train enough workers.
- The problem of outdated work rules and make-work practices is a deterrent to workers and railroads alike. Because of job insecurity, "there is a danger in some places of a slow-down for fear that if the work is finished, people will work themselves out of work."
- Because of inadequate earnings, railroads are failing to "provide that which they cannot afford to do without" in terms of the selection and training of workers. Frequently, the equipment provided for the workers may not be fully adequate. Moreover, all too often supervisors are set in their ways and do too little supervising.
- "We have allowed complex practices to develop. We have complicated hearings and arbitrations with labor organizations that all too frequently involve government. We spend considerable time on what, in the long run, almost amounts to busy-work. . . We are living under and may continue to live under labor contracts which are inadequate for present problems."
- "Bumping back" when men are displaced from jobs makes it necessary for many workers to learn new jobs and adjust to new circumstances, each of which creates its own "errors and inefficiencies. Bumping has a tendency to prevent people from developing personal loyalty and skill."
- "Railroad management, in facing so many problems on so many fronts, has frequently failed to upgrade jobs as the various changes may have made change desirable. Managements have failed to develop adequate standards

MP's Personnel Plan

A number of railroads are developing programs leading toward an upgrading of personnel, both in the ranks and at the supervisory level. In outlining some of the reasons why personnel problems have grown up, MP Vice President Harold M. Hoffmeister also gave RSMA member a rundown on his road's four-point approach to the situation.

First, he said, MoPac makes an attempt to find out what the worker believes his job really is—and how this compares with what the supervisor believes the job is or should be.

Second, job responsibilities are regrouped and redefined in such a way as to group functions requiring skill and ability and to relate all newly created jobs to specific standards, specific skills and specific requirements so that the worker knows what he has to have to get the job and how he needs to train himself. This, Mr. Hoffmeister said, tends to bring together more complex functions and to produce better jobs. It also has a tendency to produce some jobs with fewer requirements that the man must meet.

Third, MoPac follows a program for the "better selection, training, upgrading and appraising of first the supervisors and then the covered workers." He outlined procedure in staff meetings of the P&S department in which problems, communications, knowledge and support (both upward and downward) are thrashed out.

Finally, the railroad encourages employees at all levels to participate in training in and out of the company. Procedure manuals are being set up to establish levels of authority; channels of communication are planned "to know our people better, especially in terms of motivation."

for the worker as well as adequate communications with him."

Other participants in RSMA's meeting included Ewan Clague, commissioner of labor statistics of the U.S. Department of Labor, who gave railroads a "good chance for growth" if railroad productivity continues to improve, thereby making the industry more competitive with other forms of transportation. Mr. Clague said rail output per man-hour increased 75% from 1947 to 1961 while the increase was just under 50% in manufacturing. He attributed two-thirds of the decline in rail jobs in the same period (from 1.5 million to 1961's 820,000) to increased output per employee and one-third to the decline of rail business.

The railroad officers in RSMA's audience also heard W. R. Divine, comptroller of the Southern, warn that "railroads are in real trouble" and "artificially high common-carrier rates are the predominant factors in the tremendous growth of private carriage." He advocated, "a concerted effort . . . to reduce prices which are unrealistically high."

Mr. Divine also recommended industry-wide adoption of standard codes for reporting many kinds of information. He said that better railway pricing policies require that rail information include not only knowledge of rail costs but of competitors' costs as well. Information, noted Mr. Divine, "has to be market-oriented just as service has to be customer-oriented. . . . The present Commodity Code, or 'red book,' is hopelessly inadequate for effective market research information."

Mr. Divine described the new Commodity Code in the final stages of acceptance by the railroad industry as "substantially completed and already approved by the AAR." The new code is:

1. Oriented to the standard industrial classifications, but keyed in a code that makes it compatible with both SIC and future computer use.

2. Oriented to next year's transportation census. When data on the 1963 census begins coming in, it will be of maxium benefit to the industry.

3. Tariff-oriented. All items listed in the Uniform Freight Classification and in many other tariffs were extracted, their descriptions shortened and assigned to appropriate five-digit classes. The resulting code contains all major information systems available for use by market research people.

4. "Collapsible." It will allow the replacing of rates rather than just addition of tariff items, thus aiding tariff simplification.

"The adoption of this new Standard Transportation Commodity Code," he said, "demonstrates that railroads can act as an industry toward a common goal. . . . Not all railroads were in favor of this particular new code . . . but [they] accepted it because it will be helpful to all."

In a discussion of "Marketing Analysis and Its Effect on Freight Rates," Great Northern's V. P. Brown, assistant vice president, traffic, told RSMA members of the infinitely complex and subtle considerations upon which the thousands of day-by-day rate decisions are based. Mr. Brown described a growing tendency of transportation theorists to base consideration of freight rates on a system of fixed relationships of cost as capable of producing chaos in the orderly marketing processes and development of the U.S. "Curiously enough," noted Mr. Brown, "the many men high in the transportation utilization field who carry an opinion that in all matters of rail freight making, there should be a disclosure of costs by the railroads and a relationship of those costs to rates are at the same time appalled by the suggestion that in the pricing of a particular commodity, which is manufactured by the concern they represent, there should be a similar disclosure of price of manufacture in connection with prices of the product."

Mr. Brown cited the unequal distribution of population, production and resources in the U.S. as an example of why it is difficult for a tariff system of fixed cost relationships to work.

H. T. Watkins, Jr., treasurer of the Chesapeake & Ohio, discussed the approaches railroads can take to a problem that's getting increasing attention—the handling of cash to produce the best financial results. He stressed the advantages of "cash turnaround"—pointing out that "the faster cash can be speeded through the cycle from cash to facilities to cash, the less funds are needed in day-to-day operations [and] the funds made free by this process can be used for many other corporate purposes."

Alco's 'Greeting Card'

Alco's 200th diesel-electric locomotive for Pakistan will arrive in Karachi with a carload of gifts for Pakistani shop workers and (on its plastic casing) the signatures of 1,200 employees at the builder's Schenectady, N.Y., plant. At a ceremony in Schenectady last week, the signatures of civic leaders, local, state and federal government officials, and representatives of Pakistan were added to what Alco calls "the world's biggest greeting card." Pakistan has placed orders for some $50 million worth of locomotives with Alco in the last 10 years. The 200th unit will go to the Pakistan Western Railway.

New Haven Clarifies Merger Position

In seeking to be included in the Pennsylvania-New York Central merger, the New Haven "is not obstructing progress—just trying to become a part of it," L. B. Coleman, the latter's chief administrative officer, told the annual meeting of the Charter Oak Shippers' Cooperative Association at Newington, Conn., Nov. 29.

Mr. Coleman's remarks followed, and echoed, an address in which Gardner A. Caverly, executive vice president of the New England Council and former president of the Rutland, asked for inclusion of both the NH and the Boston & Maine in pending trunk-line mergers.

Combining southern New England railroads alone, Mr. Caverly said, "just won't work. The Council can't see how you can make a viable single railroad out of three [NH, B&M and Boston & Albany] which are not now individually viable. If we have enough traffic, we think the best deal for New England carriers and New England industry would be to maintain local competition by having two trunk lines serving the six-state area." He proposed that this be accomplished by incorporating the NH with PRR-NYC, and the B&M with another trunk-line group, possibly one built around the Norfolk & Western, Erie-Lackawanna and Delaware & Hudson.

He went on to express serious doubt about the NYC-suggested merger of the B&M and B&A, on the ground that the NYC "would remain heavily involved financially in any such combination, because it won't give the B&A away." If the Central were then to merge with the PRR, it would be tempted to route southern traffic up the Hudson river and into New England through Massachusetts, isolating the New Haven and "compounding the difficulties" of a road which he said is finding it hard even now to "go it alone."

KEY TO MODERNIZATION: 12 new Budd rail diesel cars like this one.

Reading Streamlines Passenger Services

There's nothing static about the Reading's passenger services. When spring schedules go into effect next April 28, non-commuter services will bear little resemblance to those provided in the past. A modernization program is tied to the acquisition of 12 brand new Budd rail diesel cars (RA, Dec. 3, p. 34) which will represent most of the new schedules. Three of the new cars —RDC-1's, seating 103 each—were delivered in November; the balance will follow before year's end.

Back of the whole program is Reading's recognition of the fact that it can no longer peddle parcels economically on a railroad where the longest passenger run is less than 150 miles. More of the job is loading and unloading than transporting. On Oct. 1 this year, Reading wound up its haulage of express. By April 28, 1963, all mail contracts with the Post Office Department will terminate, and Reading trains will be in the exclusive business of hauling passengers. Hopefully, some part of the mail can be switched over to Reading Transportation Co.'s trucks, which are well suited for the retail-type service required.

While some of the new RDC's will be eased into present schedules Jan. 2, where mail haulage doesn't interfere, the complete program will not start until April 28. The schedules will be rearranged for passenger convenience and running times reduced. Between Philadelphia and Bethlehem, Budd cars will provide six weekday trips in each direction where there are now only five. Between Philadelphia, Reading and Pottsville, some trains handling principally mail will be discontinued; runs well patronized will be on improved schedules.

Some of the RDC's will run on "Operation Northeast" between Philadelphia and Fox Chase, at least until that line is electrified and 17 new multiple-unit electric cars are placed in service, 12 in "Operation Northeast" and five augmenting existing electrified suburban service.

Reading's 12 new Budd cars were acquired by the Passenger Service Improvement Corporation through funds supplied by the Housing and Home Finance Agency. PSIC, in turn, leases the cars to the Reading. The 17 new multiple-unit cars will be similarly financed and leased to the carrier.

Reading's passenger deficit in 1961 approximated $6,000,000 (the same amount as the road's total deficit in the same year). About half the deficit comes from commuter service operation and half from other passenger services. The new RDC operation is expected to stem rising passenger costs, and cut losses by $300,000 annually.

The 12 RDC's are the first to be built for a U.S. road since 1959. One additional car is being acquired from the Lehigh Valley to bring Reading's fleet to a total of three.

New State Aid Due For Jersey Central

Ailing Jersey Central took a turn for the better last week. The New Jersey legislature, meeting in special session, approved a bill which will make possible a source of funds for a rerouting of JCL passenger trains and enable the road to continue its deficit-plagued commuter services.

Jersey Central President Perry M. Shoemaker called the state move a "forward step" toward preservation of the road's commuter operations. The legislature's bill will open up a source of money to finance rerouting of JCL trains into Pennsylvania Station in Newark, where commuters will be able to transfer to the Hudson & Manhattan.

The project will cost an estimated $3 million, including track connections, new station facilities and new storage yards. Jersey Central itself couldn't provide the money—but without a transfer to Newark it was facing an even gloomier prospect: replacement of the aging ferryboats which have been carrying commuters between Jersey City and Manhattan. JCL's five ferries, all 55 to 60 years old, are regarded as "beyond economical repair." To continue them in service beyond next year, the road indicated, "we will have to spend at least $1.5 million. Even if we had the funds, the expenditures necessary to keep the boats going are all out of proportion to the service life we could get from them. New ferryboats are out of the question; they would cost more than $7 million."

Without the boats, however, Jersey Central commuters would be stranded on the shore at Jersey City—hence the decision to reroute operations.

This project, together with a consolidation with the Pennsylvania on service from the North Jersey coast area, won't eliminate all JCL losses incurred in passenger operations in the state. But, the road indicated, "it should reduce them by about one-third, exclusive of substantial job-protection payments for several years."

Shippers Explore Car-Supply Problem

The recent critical box car shortage —described as "the worst ever experienced in the midwestern area"—has disappeared. But, in the wake of the threat to a bumper harvest which the shortage posed, railroads, car-builders and shippers are concentrating their efforts on improving car utilization to overcome the problem of recurring shortages.

The urgency of the situation was underscored by Eldon Martin, Burlington vice president and general counsel, when he told a meeting of the Midwest Shippers' Advisory Board in Chicago that "after almost two generations of recurrent and frequently severe freight car shortages, it is apparent that something must be done. Even as I speak to you there are still hundreds of local elevators where millions of bushels of grain are on the ground for lack of cars suitable for grain loading."

Shippers and carriers are worried, too, about the total car supply. They're looking for ways to improve utilization of the existing car supply. And they're probing for ways to encourage rail expenditures for new rolling stock. Latest ownership figures indicate that on Nov. 1, Class I railroads had 642,581 box cars. Of these, 591,128 were in a serviceable condition. This represents a decrease of 20,538 serviceable box cars since Nov. 1, 1961. Approximately 10 years ago, Jan. 1, 1953, total box-car ownership stood at 731,836 and serviceable box cars at that time totaled 696,241. Somewhat offsetting this picture of dwindling freight car ownership are today's bigger cars and increased train speeds. Average car capacity has increased by about six tons and freight train speeds have increased by about four miles per hour in the last decade. But CB&Q's Mr. Martin pointed up the seriousness of declining car ownership when he said, "I think that our presently available car supply is inadequate to meet a reasonable projection of future requirements under any normal upsurge in the national economy."

Many observers are predicting increased capital outlays for rolling stock as a result of the more realistic depreciation schedules for railroad equipment recently provided by the Treasury Department. They also expect a flurry of orders to result from the 7% investment tax credit enacted during the last session of Congress. Some roads are also championing an upward revision in per diem charges as a means of improving car utilization.

Burlington Vice President Martin argued for support of an upward revision in car rental charges, which, he said, are primarily responsible for severe car shortages. "First," he said, "fix all per diem charges at a level which will make car ownership attractive and yield some profit to the car owner over and above basic ownership costs. Second, divide the national car fleet into groups, related roughly to value, and establish a different per diem charge for each group. Instead of the current charge of $2.88 per day which applies to all cars regardless of age, condition or value, establish four or five different charges ranging from $1.50 a day for a worn-out klunker to $6 or $7 a day for a new car built to serve shippers' needs more efficiently and economically."

Private ownership?

Mr. Martin predicted that such a program would give impetus to greater car utilization. "High-rental equipment," he said, "would be returned to its owner more quickly than low-rental equipment."

The Midwest shipper board meeting provided a general forum for airing suggestions for ways to meet future freight car requirements. Arthur L. Berry, president of Transport Leasing Co., advocated private ownership and leasing as one possibility for stepping up replacement and modernization of the box-car fleet. Mr. Berry cited a cooperative shipper-carrier approach to meet a demand for newsprint cars that has given the shipper control of an assured supply of suitable cars, reduced freight charges and increased revenue for the railroads. And, he added, "newsprint producers have no monopoly on the conditions and potentialities of such a constructive development. There are many similar opportunities, both within and outside the paper industry, waiting to be dug out, analyzed and progressed with good results."

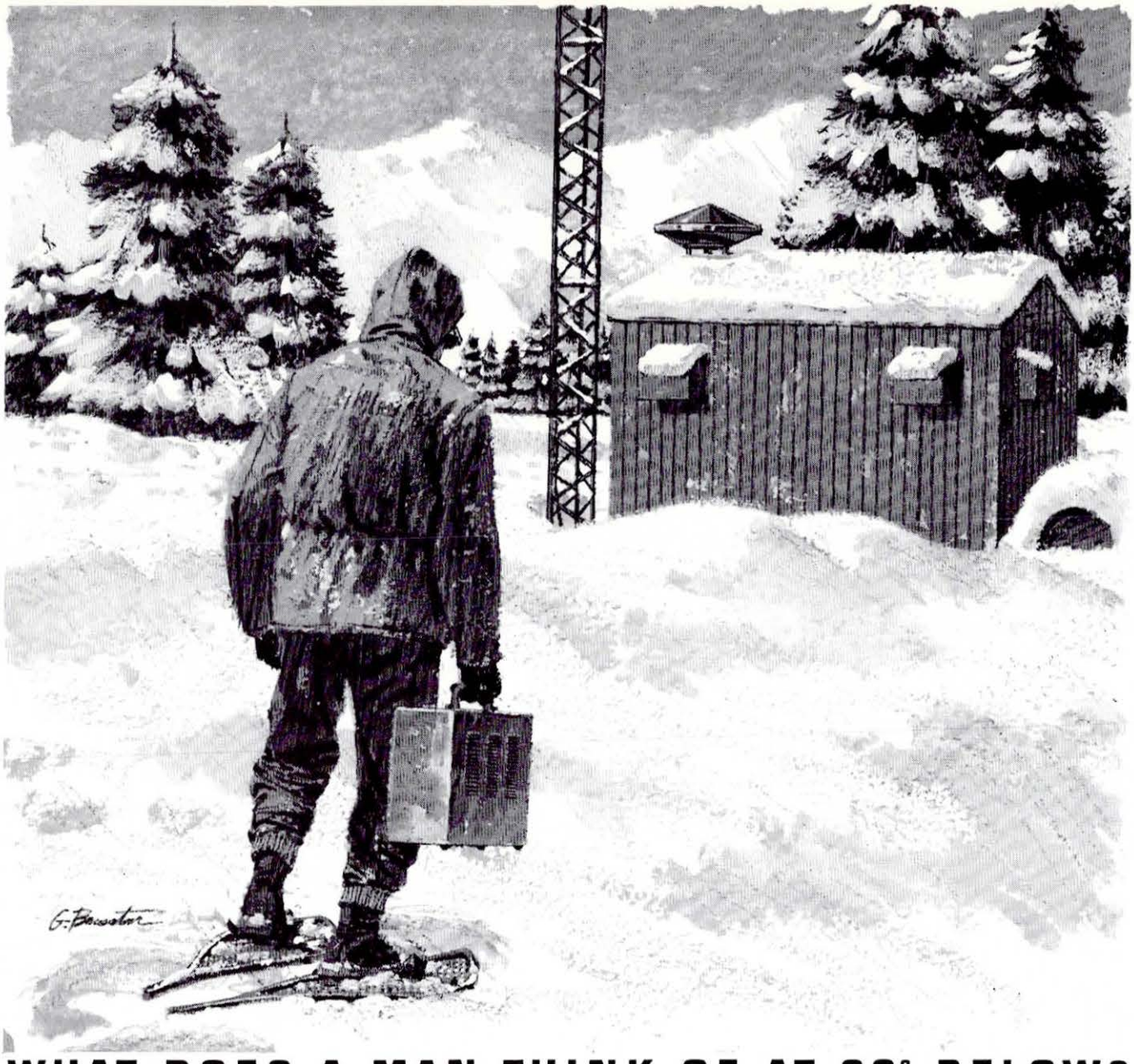
Under an agreement between a shipper of Canadian newsprint and Canadian and U. S. railroads, the shipper agreed to furnish its own cars against a reduction in freight charges and a special allowance (a further reduction in rates) covering the cost of the cars at predictable utilization. Transport Leasing supplied 75 60-foot Hydroframe-60 box cars and under the arrangement the shipper is saving $345 per car-trip, substantially in excess of the monthly rental cost of a new car. The railroads' gross revenue per car-trip is $1,305 or approximately $1.30 per car-mile, as compared to a gross per-car-mile return of 66¢ when conventional 40-ft cars were used for the same move. Here, said Mr. Berry, "is a game where everybody wins. For the railroads, two cars do the work of five. Car operating costs are reduced, damage and claims are virtually eliminated; car financing and ownership problems are removed and a strong incentive is provided for quick turnaround of the equipment. For the shipper there is full control of an assured supply of modern cars; freight charges are lower, dunnage is eliminated and there are fewer cars to clean, load and switch. As frosting on the cake, the shipper's name and emblem convert the sides of the cars to colorful billboards on wheels. For the consignee, the smaller number of cars to handle and the reduction of lading damage has provided welcome relief."

Mr. Berry said the idea of shippers furnishing their own noninsulated box cars is new and different, since the railroads have not seen fit to encourage this practice by a compensatory mileage allowance or by other special incentives. However, he said, "we find most shippers just as interested in the benefits of new transportation developments as in any other phase of their business. Many shippers are turning to transportation as the last frontier for important cost savings. Their constructive thinking and planning in cooperation with the railroads is bound to result in, among other things, a resurgence of demand for modern box cars. And substantial numbers of these big, new cars will carry the names of private owners."

NITL head 'concerned'

Harry O. Mathews, recently-elected president of the National Industrial Traffic League and vice president, transportation and distribution of Armour & Co., opposed any plan for private shippers to furnish ordinary box cars. "We look toward the railroads to furnish this type equipment," he said, "and we are considerably concerned with the trends that ownership and bad order figures are taking."

Cooperation, according to Mr. Mathews, is the key to eventual solution of the car supply problem. "Working through our own industries and with the carriers," he said, "the car supply can be handled satisfactorily to meet our needs if we all work together."



WHAT DOES A MAN THINK OF AT 20° BELOW?

Piping hot coffee, the cold, the muffled stillness of the countryside? All these things might occur to this technician on a Lenkurt EF&I telecommunications system as he pushes his way to a lonely station in the Northwest.

He is climbing this chilly mountainside to perform one of 12 vital services in a Lenkurt Engineer, Furnish, and Install contract – equipment testing. He has spent 3 weeks on this job: soon he'll move on to another.

The last job was up in Canada. In five years he's covered a lot of ground, but he likes variety. He's spent 10 years in the communications industry, with several years schooling in electronics. He knows his stuff.

His luck, he says, runs a funny course – in the middle of the winter all his jobs are in the north; in the heat of the summer they're in the south. Perhaps this is what he's thinking now as he trudges through the snow. But no matter. Under any conditions he is highly dependable – a symbol of all Lenkurt EF&I services.

Planning a communication system? We have many such qualified men to assist you anywhere in the world in all phases of engineering and installation. Call your nearest Lenkurt representative for full particulars.

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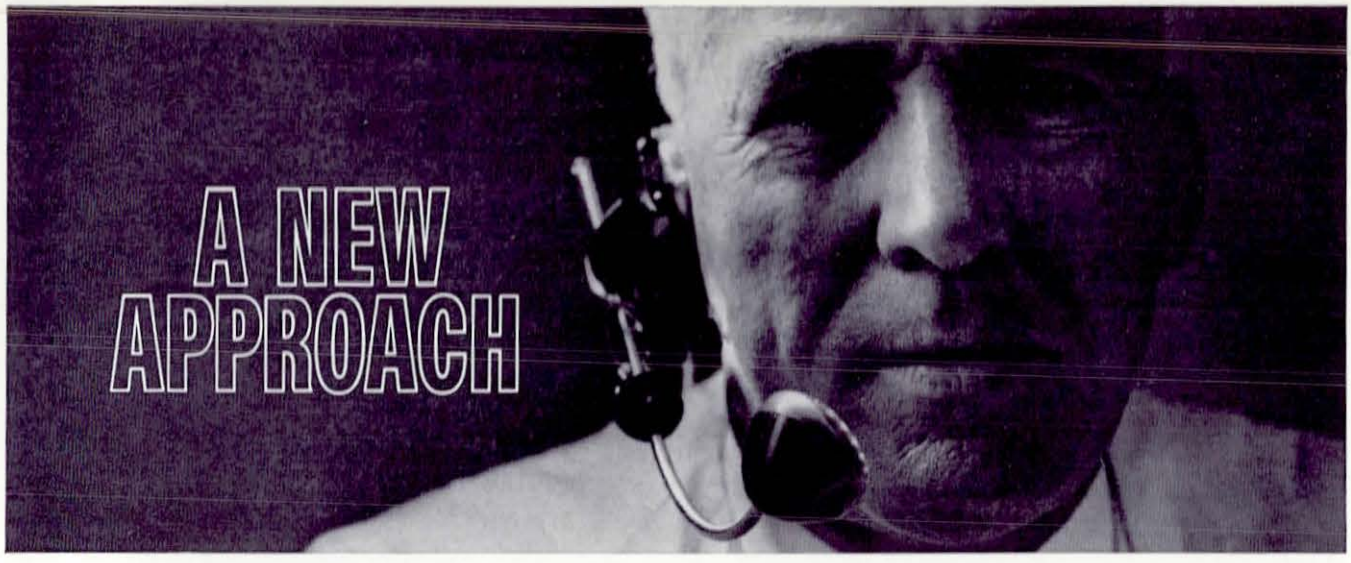

Stromberg-Carlson® Dispatcher Tone Signaling

Through the use of transistorized tone signaling, this one-way selective system provides fast, efficient means of contacting and collecting data from waystations.

The operator can selectively signal any station (up to 60 in number) on the circuit. Continuous monitoring at the control point enables waystations to report information at any time.

Stromberg-Carlson Dispatcher Tone Signaling can be used on any facility: open wire lines, cable, carrier channels or radio circuits. The system can also remotely control such functions as VHF transmitters, signals, motors, etc.

For complete description of this high-efficiency tone-signaling system, write to Industrial Sales Department, 128 Carlson Road, Rochester 3, N. Y.

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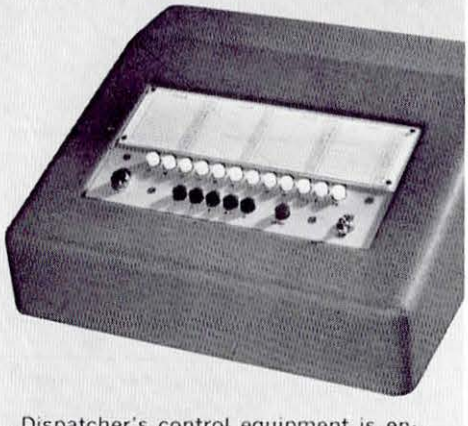
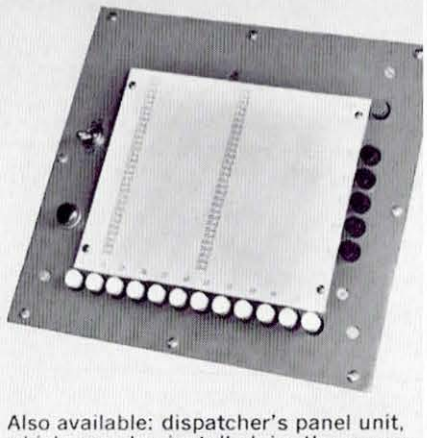


Dispatcher's control equipment is enclosed in this sloping-front console 6½" high x 14½" wide x 14½" deep. The 12 white keys select carrier frequency. Five black keys select ringing frequency. Red key transmits tone signal to actuate selector receiver at desired waystation.



Also available: dispatcher's panel unit, which can be installed in the same opening as a 62-A Key Sender. This unit can be mounted horizontally in a desk or vertically as in a PBX face panel. Arrangement and operation of the keys are similar to the console unit. 10" high x 10½" wide x 11" deep.

SYSTEM SPECIFICATIONS:

POWER: 48V D.C., approximately 65 milliamperes

TRANSMITTED POWER: +1 DBM

WEIGHT: approximately 20 lbs. each unit

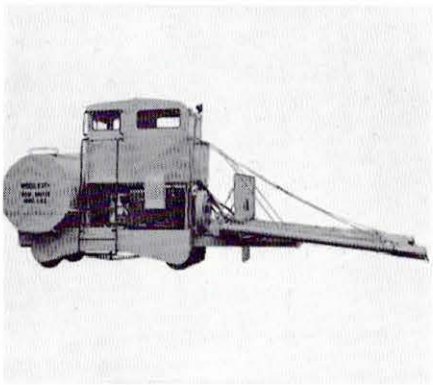
CAPACITY: up to 60 stations

ATTENUATION: 30 db at ringing carrier frequency

RINGING FREQUENCIES: 20, 30, 42, 54 and 66 cycles

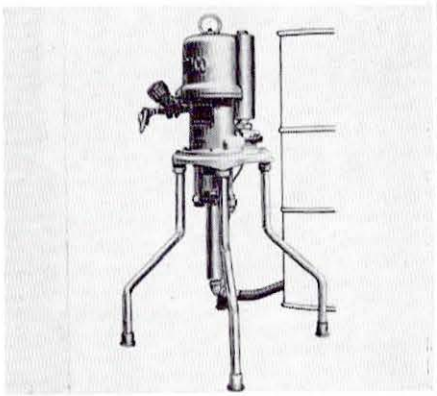
CARRIER FREQUENCIES: 525, 675, 825, 975, 1125, 1275, 1425, 1575, 1725, 2025 and 2175 cps. All carrier frequencies are within the voice band.

NEW PRODUCTS REPORT



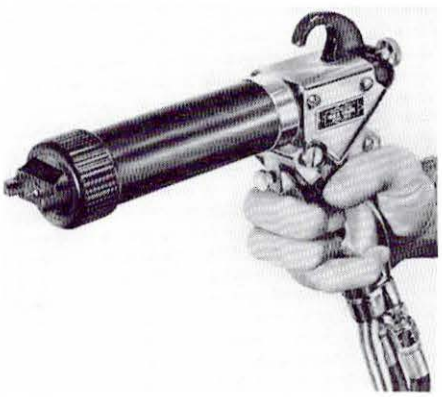
Weed Burner (RA-1)

The Woolery Model C.O.E. Snoweeder now is equipped with Dynapower drive. The new drive is designed to provide a constant flow of power for a large variation of speeds, both forward and reverse. Another improvement is floating chain tighteners for providing the proper tension on the chain drives at all times. The improved Model C. O.E. is claimed to deliver over 2,400 deg of heat for burning weeds or removing snow. *Woolery Machine Co.*



Portable Spray Unit (RA-2)

A new paint spraying unit has been added to the Graco line of airless Hydra-Spray equipment. Known as the Hydra-Rack, the pump is a portable high-production paint and spray coating system that is adaptable to almost any type of gravity or pressure supply system. Because no part of the pump is submersed, cleaning consists of a simple flushing. This is claimed to reduce the time needed to change colors. *Gray Company, Inc.*



Hand Spray Gun (RA-3)

Metallic, and some nonmetallic, products having recessed areas or intricate patterns can be finished in most types of coatings with the Binks-Ransburg REA electrostatic-air hand spray gun. The unit operates from 117-volt, single-phase, 60-cycle current, and power consumption is 50 watts. The gun, which can be operated safely in the presence of solvent vapors, is supplied with 18 ft of hose for fluids, and 36 ft of hose for air supply. *Binks Mfg. Co.*

Wave Analyzer (RA-4)

New model 127A-CR is a solid state battery operated, carrier reinsertion frequency selective voltmeter-wave analyzer. It covers a range of 2 to 350 kc with a 250-cycle bandwidth and provides a front panel audio monitoring output through a 2.5 kc band pass filter. Overall dimensions are 12 in. x 7.5 in. x 7.5 in. and weight is 16 lb. Model 127/BC charger and rechargeable batteries are available as extra equipment. *Sierra Electronic Corp.*

RAILWAY AGE WEEKLY

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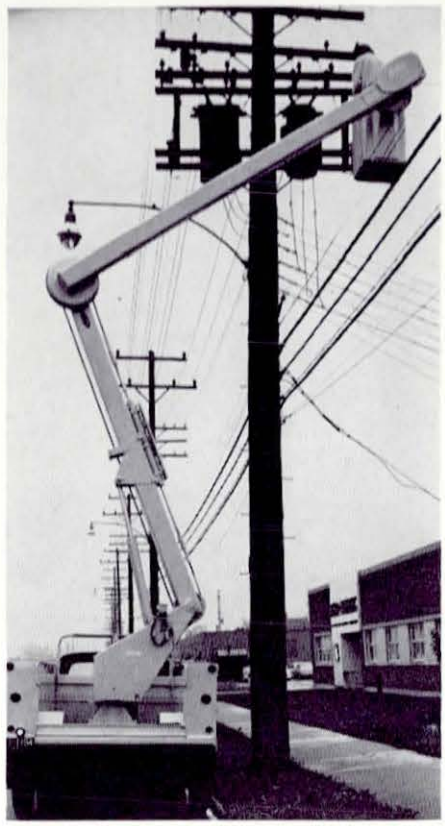
NEW PRODUCTS REPORT

Crossing Controls (RA-5)

New railroad-highway grade crossing controls will operate flashing-light signals and/or gates at a predetermined time prior to the arrival of the train at the crossing without the need for timing circuits or insulated joints. Known as the Grade Crossing Predictor, the new controls are designed to be operable for train speeds ranging from 8 mph to 80 mph.

Heart of the new control system is a completely solid state analog controller. The grade crossing control equipment transmits electromagnetic pulses through the rails and continuously monitors the speed and position of approaching trains. The range limit of the new system is 4,100 ft based on a train speed of 80 mph to provide a 30 sec warning time.

If a train or switch engine stops short of the crossing, the new system stops the warning crossing protection equipment and vehicular traffic is allowed to proceed. The new control system may be installed at multiple adjacent crossings as well as at single highway crossings. *Marquardt Corp.*



Train Direction (RA-6)

GRS automatic train direction is a system for operating light traffic lines without timetables or train orders. Trains run on signal indications which automatically establish meeting points in addition to providing protection. No CTC operators, coding equipment, or line wires are required. Trakode, a slow-rate coded track circuit system, provides the necessary block-to-block transfer of information. This is done through the rails. No signal control line wires are needed. Track arrangements of passing stations can be varied to meet conditions.

Station-to-station signaling is used, without provision for following moves into a block. Home signals governing entrance into the station-to-station blocks are normally at Stop, with distant signals at Approach. By suitable selection of approach distances at the different locations, the automatic train direction system may be biased to favor trains in a given direction. This is useful where adverse grades or curves are a factor in train operation. *General Railway Signal Co.*

One-Man Elbow ▲ (RA-7)

A new single-bucket 41-ft elbow with 110-deg lower arm, 270-deg upper arm travel is the LD-41, which can be operated by one man. With both arms horizontally extended, the LD-41 has a maximum reach of 28 ft 7 in. from the centerline of the pedestal to the outer edge of the bucket. It reaches 11 ft below ground level and can be positioned at ground level for access or tool loading from front, rear or either side. The LD-41 rotates 400 deg in either direction. It swings 360 deg in 60 seconds; the lower arm elevates through 110 deg in 80 seconds; and the upper arm moves through 270 deg in 160 seconds.

The upper arm is fabricated principally of high dielectric fiber glass reinforced plastic. The straight-sided molded fiber glass reinforced plastic bucket measures 24 in. by 24 in. by 38 in.

The bucket is leveled in all positions with an enclosed mechanical parallelogram linkage. The LD-41 is equipped with high pressure series-parallel valve controls with the main control at the bucket. *Holan Corp.*

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12/10/62

Market Outlook

Carloadings Rise 16.1% Above Previous Week's

Loadings of revenue freight in the week ended Dec. 1 totaled 562,254 cars, the Association of American Railroads announced on Dec. 6. This was an increase of 77,997 cars, or 16.1%, compared with the previous holiday week; a decrease of 10,546 cars, or 1.8%, compared with the corresponding week last year; and an increase of 39,318 cars, or 7.5%, compared with the equivalent 1960 week.

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, December 1

District	1962	1961	1960
Eastern	81,294	85,995	76,341
Allegheny	91,973	98,830	82,302
Pocahontas	50,479	53,013	42,651
Southern	115,748	111,732	107,788
Northwestern	61,380	60,050	56,316
Central Western	122,535	122,729	118,705
Southwestern	38,845	40,451	38,833
Total Western Districts	222,760	223,230	213,854
Total All Roads	562,254	572,800	522,936
Commodities:			
Grain and grain products	60,184	57,436	53,129
Livestock	3,665	4,219	4,820
Coal	111,110	111,024	94,663
Coke	6,028	7,592	5,661
Forest Products	37,929	37,507	34,008
Ore	16,875	22,446	13,323
Merchandise l.c.l.	19,994	25,440	31,059
Miscellaneous	306,469	307,136	286,273
December 1	562,254	572,800	522,936
November 24	484,257	495,666	471,351
November 17	571,401	591,335	567,561
November 10	586,286	605,353	564,595
November 3	608,614	619,435	599,555
Cumulative total, 48 weeks	26,810,073	26,549,439	28,563,635

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Nov. 24 totaled 12,392 cars, compared with 10,260 for the corresponding 1961 week. Loadings for 1962 up to Nov. 24 totaled 641,351 cars, compared with 533,917 for the corresponding period of 1961.

IN CANADA.—Carloadings for the seven-day period ended Nov. 14 totaled 66,956 cars, compared with 65,888 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Nov. 14, 1962	66,956	22,565
Nov. 14, 1961	68,362	23,175
Cumulative Totals		
Nov. 14, 1962	3,132,071	1,043,364
Nov. 14, 1961	3,061,746	1,064,639

New Equipment

FREIGHT-TRAIN CARS

► *Southern.*—Ordered 70 100-ton, 4,180-cu-ft-capacity, Airslide covered hopper cars from General American at a cost of $1,536,000. Cars are scheduled for delivery in February 1963, joining a fleet of 100 70-ton, 2,600-cu-ft-capacity Airslide cars now in service.

► *Western Pacific.*—Will acquire 80 new freight cars at a cost of approximately $1,500,000. Included are 50 insulated box cars, 20 covered hopper cars of stainless steel or aluminum, and 10 smaller-capacity covered hopper cars.

PASSENGER-TRAIN CARS

► *Santa Fe.*—Ordered 24 hi-level chair cars from Budd for addition to its famed "El Capitan" Chicago-Los Angeles chair-car streamliner. The 72-seat cars are being purchased as part of Santa Fe's $20 million new equipment program (See p. 48).

New Facilities

► *Norfolk & Western.*—Has opened a new piggyback facility at its Portlock yard in South Norfolk, Va. In addition to two wide ramps (each served by a track holding seven 85-ft cars), construction included relocation of 1,300 ft of track and turnouts, laying of additional track, and the building of metal catwalks. N&W has also started construction of a new 302-ft-by-20-ft, cinder-block meat warehouse at Portlock.

Capital Expenditures

► *Missouri Pacific.*—Is planning capital expenditures of $28,274,000 during 1963, including $16,579,000 to purchase 1,100 new freight cars and to equip other cars for handling special lading. A major portion of the $11,695,000 budgeted for capital improvements will go into rail, ballast and other track material including laying about 100 miles of new, continuous welded rail. MP previously announced an expenditure of more than $8,000,000 for the purchase of 36 1,200-hp switchers from EMD, 20 1,800-hp GP-18 road switchers, and 15 baggage cars (RA, Sept. 24, p. 63).

Maintenance Expenditures

► *Up 0.2% in Third Quarter.*—Expenditures by Class I roads for maintenance of equipment, way and structures in the third quarter of 1962 were up about $1.4 million, compared with the third quarter of 1961, according to report of AAR Bureau of Railway Economics summarized below:

	Third Quarter 1962	1961	% Change
Maintenance of Way and Structures	$289,446,566	$288,701,912	+0.3
Maintenance of Equipment	419,678,403	418,990,010	+0.2
Totals	$709,124,969	$707,691,922	+0.2

24 NEW CHAIR CARS to be built for Santa Fe by Budd will be similar to existing "El Capitan" equipment.

Santa Fe Orders 24 Hi-Levels from Budd

"El Capitan," Santa Fe's Chicago-Los Angeles chair-car streamliner, is due for a major transfusion of new equipment—24 72-seat hi-level cars to be built by Budd.

The new cars will be similar in design to the hi-levels introduced by Budd in 1954 and placed in service on "El Capitan" in 1956. Santa Fe has 49 of the original hi-levels in service (including six dining cars and six lounges). The new cars will be assigned to the "El Capitan" consist, freeing older equipment for reassignment to other Santa Fe name trains.

Budd's hi-levels are 15½ ft in height, 2 ft higher than conventional equipment. Passengers get a panoramic view of Santa Fe scenery from seats set 8 ft above the rails (4 ft higher than the seats in conventional chair cars).

The 24 new cars are part of a $20-million increase in Santa Fe equipment acquisitions, announced in September and tied specifically to the "more equitable tax treatment" provided by the Treasury Department's liberalization of depreciation guidelines (RA, Sept. 24, p. 57).

William L. Sheppard, vice president and general manager of Budd's Railway Division, said the ATSF order increased the division's order backlog to $21 million—highest total recorded in several years, according to one source. Other orders on the books are also for main-line equipment—RDCs and MU cars.

The new hi-levels will be built at Budd's Railway Division plant in northeast Philadelphia. Like the 1956 "El Capitan" cars, they'll be stainless steel with fluted sides. Twelve cars will be of step-down design; 12 will be convertible to step-down, though set up basically for straight-through use. All passenger accommodations will be on the upper level, with lounges and baggage storage space in the lower deck area.

Faith in the future of the market for long-haul passenger business (specifically coach travel) spawned development of the high-capacity, hi-level "El Capitan" equipment in the mid-1950s. And that faith—given a solid backing of aggressive salesmanship, promotion and advertising—has apparently paid off. Santa Fe's gross passenger revenues have increased each year for the past five years—and indications are that 1962 will add another page to the success story. Revenues in 1961 ran 2% above '60 figures, and 1962 totals are reportedly staying ahead of the '61 gross.

Equipment modernization has also figured largely in Santa Fe thinking. The 24 hi-levels will be the first new passenger-carrying equipment added to the roster in recent years, but a sizeable part of the road's passenger fleet—including the all-room "Super Chief"—has been through the shops for extensive refurbishing in a continuing improvement program being undertaken by the Santa Fe.

ICC Chairman Raps Planners' Failures

ICC Chairman Rupert L. Murphy pointed an accusing finger last week at city planners for a "loss of adequate common carrier services." Speaking before a joint meeting of the Traffic Club of Chicago and the Chicago Region Chapter of the Association of ICC Practitioners, Mr. Murphy said the plight of the common carrier is not due solely to government regulation and technology but is "to some extent, one of the penalties inherited from a lack of effective metropolitan and area-level planning."

ICC's chairman particularly singled out ineffective highway development and utilization of rail and bus facilities for passenger travel as reasons for continued erosion of the common-carrier share of the total transportation pie. Mr. Murphy also chided local governments for their lack of planning for realistic tax bases and revenue sources. "Local budgets," he said, "relied too heavily on for-hire carriers to provide more than their proportional share of the revenue necessary for the expenses of government."

However, Mr. Murphy sees some signs of enlightenment among municipal and area planners who are "now intergrating surface common carriers' programs into their long range planning, even to the point of offering inducements to such carriers."

State and local governments were also taken to task for not doing their share to eliminate unlawful carriage. Mr. Murphy told his Chicago audience that a common carrier network is one of the primary requirements for a forward-thinking community: "I have never been able to understand how some state and local governments could close their eyes to the damage inflicted upon a community by illegal carrier practices."

Mr. Murphy said a vigorous program of Federal-State cooperation is one of the Commission's chief assets in the fight to reduce illegal transportation: "We have stepped up our enforcement program in order to reduce unlawful carrier and shipper activities. During the past fiscal year there was an 18% increase in criminal and civil enforcement cases concluded in the federal courts. These prosecutions will continue but I believe other measures are needed if regulated for-hire carriers are to obtain their share of available traffic."

Among the "other measures" recommended by Mr. Murphy are increased intermodal cooperation and amendment of the Interstate Commerce Act to permit establishment of through routes and joint rates between the various modes of surface transportation.

Mr. Murphy predicted that domestic transportation 25 years from now "still will be primarily by surface media. Centainly, rocket vehicles or supersonic aircraft will be dominant for long distance passenger movements, if time is as valuable in the future as it is today."

Kennedy Group Gets RLEA Merger Views

The Railway Labor Executives' Association has taken its fight to "block railroad mergers" before the President's inter-agency committee to formulate administration policy on transport mergers.

RLEA Chairman George E. Leighty and Clerks' President George M. Harrison gave the group four recommendations—along with a statement that "there are very large deficiencies in railroad facilities and services, measured against the railroad requirements of an American economy operating at maximum production and employment, with an adequate reserve capacity for possible changes in national defense requirements."

No proposed merger should be approved, RLEA's officers declared, unless:

- The consolidation "clearly contemplates expansion of facilities and services, adequate to meet the railroad transportation needs of communities, shippers, passengers and the general public in an American economy functioning at maximum levels of employment and production, and achieving an adequate rate of economic growth from year to year."
- Merger would make "proper allowance for the additional reserve capacity which would suddenly be required in the event of a more acute national defense emergency. . . . This cannot be regarded as a secondary issue."
- The merger plan "evinces a clear design for strong and improved competition among railroads, and between railroads and other modes of transportation, allowing properly for the fact that competition among regulated public utilities requires criteria somewhat different from those applicable to industrial competition generally."

RLEA's fourth recommendation was that no merger be approved "on the alleged ground of the roads' financial plight, without giving top priority to the (preceding three) criteria in the national interest, and without considering methods other than mergers which can help the railroads more financially by being more in accord with the economic health of the American economy."

British Exercising New Rail Freedom

The British Railways are getting ready to make a clean break with history and tradition. Armed with broad rate-making and operational freedoms, the nationalized system can now move toward a more logical emphasis on doing the job that railroads do best (RA, Oct. 29, p. 38).

Dr. Richard Beeching, chairman of the British Transport Commission, pointed out recently that "history has produced, and left with us, a railway system and a pattern of railway operation which was developed, very largely, in defiance of the basic characteristics of railways."

But, he told the Institute of Directors, "the scope for improvement of British Railways freight business is enormous and those railway men who are in a position to see the possibilities unfolding find the prospect exciting. We see opportunuities to attract a substantially increased volume of traffic by provision of services of much higher quality which will also be cheaper. To believe such a sweeping change is possible, it is necessary to realize how far our present operation . . . falls short of exploiting the main advantages which railways have to offer. It must also be recognized that the present system militates most strongly against carriage on rail of the largest and fastest growing class of traffic—the vast output of manufactured products.

"The way out is to develop new services with new rolling stock, not compatible with the old, which will expand and displace the greater part of the common user fleet."

The British Railways are now working on a five-point plan for strengthening their position—through closer rail-highway coordination and through elimination of little-used, costly facilities and services and greater concentration on those operations where the growth potential is greatest.

E. Grayson Henderson
Birmingham So.

John A. Rust
Southern

Donald D. Strench
Southern

William M. Jaekle
SP

Milton A. McIntyre
SP

Clarence W. Sooby
US&S

PEOPLE IN THE NEWS

BANGOR & AROOSTOOK.—**Norman J. Tardif,** manager—piggyback, appointed assistant regional vice president—sales, Presque Isle, Me. **J. Charles Hickson,** assistant regional vice president—sales, Hampton, N.H., appointed assistant to vice president—marketing in charge of off-line marketing functions.

BIRMINGHAM SOUTHERN.—**E. Grayson Henderson** named comptroller, Fairfield, Ala., effective Dec. 1. Mr. Henderson has been director of cost and financial analysis for the **Elgin, Joliet & Eastern,** Chicago.

BURLINGTON.—**R. B. Schmidt,** assistant general freight agent, Omaha, appointed general agent, Detroit, succeeding **L. M. Jones,** who retired Nov. 30. Mr. Schmidt's successor is **E. J. Julis,** division freight and passenger agent, Scottsbluff, Neb., who in turn is replaced by **R. E. Bieber,** commercial agent, Tacoma, Wash.

CANADIAN NATIONAL.—**J. P. R. Blanchet,** assistant to vice president and general manager, St. Lawrence region, Montreal, Que., appointed assistant manager, Quebec Area, Quebec, succeeding **L. M. Poitevin,** who has taken over Mr. Blanchet's post.

H. H. Dofka, assistant signal engineer, Great Lakes region, Toronto, Ont., promoted to signal engineer there. **V. G. Johnson,** assistant engineer, Edmonton, Alta., named assistant engineer—maintenance, Kamloops, B.C., succeeding **N. L. McLeod,** appointed assistant area engineer, Vancouver.

J. M. Duncan, solicitor, Toronto, named regional counsel, Moncton, N.B. **C. J. Irwin,** solicitor, Winnipeg, Man., transferred to Vancouver.

J. N. McConnell, general foreman, Point St. Charles diesel-electric shop, appointed supervisor of motive power there. **W. Potolicki,** assistant engineer—car, St. Lawrence region, Montreal, promoted to engineer—car there.

J. F. Prendergast appointed manager—freight claims and analysis, Montreal.

CANADIAN PACIFIC.—**C. G. Seiss** appointed district freight agent, Philadelphia, Pa., succeeding **F. T. Foy,** who retired Nov. 30.

CENTRAL OF GEORGIA.—**Otis D. Page,** assistant to the general manager and director of safety, Savannah, Ga., retired Nov. 1 after more than 46 years with the CofG.

CHICAGO & EASTERN ILLINOIS.—**T. A. Cronin** named manager-passenger traffic, Chicago Heights, Ill., to succeed **S. J. Ives,** who retired Nov. 30.

DELAWARE & HUDSON.—**Ralph R. Wiltsey,** coal freight agent, Albany, N.Y., appointed coal traffic manager, succeeding the late **Clifford J. Connolly.** Mr. Wiltsey's former position abolished.

HOUSING AND HOME FINANCE AGENCY.—**Terry J. Owens** appointed director, Transportation Engineering Division, Washington, D.C. For the past nine years Mr. Owens has been urban engineer, Automotive Safety Foundation.

INTERSTATE COMMERCE COMMISSION.—The following have retired: **William H. Beyer,** transportation cost analyst, Section of Cost Finding, Bureau of Accounts; **Mrs. Margaret B. Beyer,** miscellaneous documents examiner, Section of Proceedings, Bureau of Finance; and **Hugh C. Underwood,** transportation rate examiner, Freight Rate Branch, Section of Rates and Informal Cases, Bureau of Traffic.

JERSEY CENTRAL.—**B. J. Doneski** and **T. W. Green** appointed assistants to superintendent of motive power and rolling equipment at Elizabethport, N.J. **Fred P. Neesley** named superintendent, locomotive shop, succeeding Mr. Doneski. Mr. Neesley was formerly superintendent, diesel terminal, **New York Central,** Beech Grove, Ind.

MISSOURI PACIFIC.—**Walter R. Weaver,** assistant general freight agent—divisions, St. Louis, Mo., promoted to general freight agent—divisions there, succeeding the late **A. A. Weiss. James A. Hagen** succeeds Mr. Weaver.

MONON.—**C. R. Williams,** superintendent signals and communications, Lafayette, Ind., retired Nov. 15. **R. L. Wyant** named superintendent of signals, with complete jurisdiction over signal department. **M. L. Qualkenbush,** supervisor of communications, will have complete jurisdiction over the communications department.

NEW YORK CENTRAL.—**Richard L. Straw,** communciations engineer, Syracuse, N.Y., appointed superintendent of communications, Eastern district, at that point, succeeding **Prentiss S. Hughel,** retired.

NORFOLK & WESTERN.—**William R. Ellis,** freight claim adjuster, Portsmouth, Ohio, promoted to assistant freight claim agent, Roanoke, Va., succeeding the late **John B. Warden. Nathan W. Goff,** assistant claim adjuster, Portsmouth, succeeds Mr. Ellis. **Haley E. Griffith,** investigator, advanced to succeed Mr. Goff.

PENNSYLVANIA.—**B. J. Viviano** appointed assistant vice president, Washington, D.C., succeeding the late **John A. Schwab.** Mr. Viviano has been serving as vice president—traffic, **Lehigh Valley,** New York.

REA EXPRESS.—Has appointed **Erwin Wasey, Ruthrauff & Ryan,** Inc., New York, as its new advertising agency, effective Jan. 1, 1963.

SANTA FE.—**Orrin C. French,** signal engineer, eastern lines, appointed superintendent signals, system, Chicago, to replace the late **V. O. Smeltzer** (RA, Nov. 12, p. 47).

SEABOARD.—**H. F. Perritt,** general storekeeper, Richmond, Va., retired Nov. 30, after over 49 years with this road.

SOUTHERN.—**John A. Rust,** general manager, Eastern Lines, Charlotte, N.C., elected vice president in charge of operations, Washington, D.C. **Donald D. Strench,** assistant to vice president—operations, Washington, appointed to succeed Mr. Rust at Charlotte.

SOUTHERN PACIFIC.—**William M. Jaekle,** general manager, Pacific Lines, promoted to the new post of assistant vice president of system operations. **Milton A. McIntyre,** assistant general manager, San Francisco, named general manager of rail operations in the West, from Portland, Ore., to El Paso. **Richard D. Spence,** now at Massachusetts Institute of Technology under SP's Advanced Management Program, is promoted from superintendent, Sacramento division, Sacramento, Calif., to assistant general manager, succeeding Mr. McIntyre. **Samuel B. Burton,** superintendent, Shasta division, Dunsmuir, Calif., transferred to the Sacramento division. **Alan D. DeMoss,** assistant engineer of maintenance of way and structures, named superintendent, Shasta division.

Supply Trade

Clarence W. Sooby, assistant manager—Transportation Research, appointed manager—Transportation Economics, **Union Switch & Signal Division of Westinghouse Air Brake Co.,** Pittsburgh.

Ajax Consolidated Co., Chicago, a division of **Pentron Electronics Corp.,** has appointed the **A. R. Kidd Co.,** 1036 Suburban Station Building, Philadelphia 3, Pa., as sales agent for the eastern United States. **R. W. Kelly** will continue as district sales manager of Ajax at Philadelphia.

Address of new Canadian office of **General Railway Signal Co.** is Royal Bank of Canada Building, Place Ville Marie, Montreal 2, Que.

OBITUARY

Harry E. Brashares, 81, who retired in 1951 as superintendent of signals, **Great Northern,** died Nov. 26 at St. Paul, Minn.

YOU OUGHT TO KNOW

Railroad-proposed increases in charges for accessorial services drew strong and unanimous shipper opposition at hearings conducted at Chicago last week by the three territorial rate committees. Just halfway through the scheduled two-day session, railroad traffic officers had heard 76 witnesses and received about 10 pounds of objecting statements. Heaviest fire was concentrated on higher stop-off transit charges, with shippers of food products spearheading the attack. Principal ammunition was threatened diversion of traffic if charges go up.

Piggyback case deadlines won't be set back unless the ICC overrules the commissioners in charge of the case—Commissioners Herring and Tucker. They have denied the request for more time to prepare presentations which was filed by the AAR and concurred in by the National Industrial Traffic League and Freight Forwarders Institute (RA, Dec. 3, p. 12). The case is Ex Parte 230, and the Herring-Tucker action left Dec. 10 as the deadline for the filing of principal presentations.

Government guaranty of a $12,000,000 loan is sought by the Chicago & Eastern Illinois in an application filed with the ICC. Proceeds would be used to refinance some capital expenditures made since Jan. 1, 1957.

Discontinuance of two Rock Island trains (Nos. 27 and 28) operating between Wichita and Fort Worth will be permitted, because, the ICC ruled, "the carrier can hardly be expected to continue operations at a loss in order to provide standby service to communities for users on a sporadic basis, or for the occasional use of funeral directors to transport the remains of deceased individuals. . . ." RI expects net savings of $150,078 a year.

Presentations on depreciation accounting rules may still be filed with the ICC this week. The Commission set back, from Nov. 30 to Dec. 11, the deadline for filings in No. 34178, which involves Commission reconsideration of its depreciation accounting rules in view of the Internal Revenue Service's new write-off guidelines and the tax credit authorized by Congress to stimulate capital investment (RA, Nov. 12, p. 10).

Santa Fe President E. S. Marsh is one of 12 business and industry leaders who will serve as chairmen of the $11-million campaign of the Radio Free Europe Fund for 1963.

Abandonment of the entire line of the 7.7-mile Nelson & Albemarle (between Schuyler and Guthrie, Va.) was authorized last week by the ICC. Reason: The road's only remaining on-line shipper closed down Sept. 15.

TOFC trailer maintenance—or the lack of it—came in for some sharp criticism when Connecticut shippers met at Newington on Nov. 29 to review with obvious satisfaction the continued successful growth of their Charter Oak Cooperatives. They recognize that piggyback's rapid 1962 expansion has left trailers in short supply — but pointed out that maintenance failures "are good ammunition for people who don't really want to see TOFC succeed. For their own good, railroads should do a better job of keeping trailers in repair."

"Operation Levittown" got under way in Philadelphia Dec. 3, inaugurating bargain-fare commuter service (over Pennsylvania lines) between the city and Bucks County. The new back-to-the rails-experiment (partially subsidized by federal funds) features fare reductions of 46%, free parking, and faster, more frequent service

Commerce Department meetings with groups interested in President Kennedy's transportation program will be resumed this week. The undersecretary of commerce for transportation, C. D. Martin, Jr., and his staff are scheduled to hold separate conferences with representatives of pipe lines, air lines, shipper associations, agriculture, and transport labor. The meetings will be like those held earlier with industrial traffic managers, railroads, water carriers, forwarders and truckers (RA, Dec. 3, p. 12).

Now is the time for the railroad industry to "unite and intensify its efforts" to gain legislative reforms, Bangor & Aroostook President W. Jerome Strout told a Railroad Community Committee of New England transportation forum recently. "I believe so strongly that all the elements are propitious for a final, all-out effort for simple justice for industry," he said, "that I am willing to flatly predict its success if it receives the cooperation and support of all the railroads."

A coordinated transport system for Washington, D.C., making "full use of the advantages of both highways and mass transit," has been called for by President Kennedy in a memorandum sent to the heads of executive departments and to the District of Columbia Commissioners. He said planning should be based on the prospect that the district's population will approximate 5,000,000 by the year 2000.

Railroads are ready to handle a record load of Christmas mail. To do the job, the AAR says, they have mobilized more than 82,000 pieces of equipment, "many of them fresh from service in the Cuban crisis." Nearly 6½ billion greeting cards and gift packages is the estimated Christmas-mail load, and railroads will move most of it, the AAR points out. It also notes that most of the year-around mail load of more than 65 billion pieces is carried by the railroads, and that they receive an average of less than one-half cent for each first-class letter.

(Continued on next page)

YOU OUGHT TO KNOW CONTINUED

Officers of four railway brotherhoods have become affiliated with the Indiana state committee of the National Coal Policy Conference—marking the first time rail labor representatives have taken part in NCPC state activities since the group's campaign against residual fuel oil imports was started last spring. The four men are officers of the Firemen, Carmen, Maintenance of Way Employes and Trainmen. NCPC represents coal producers, coal-hauling railroads, coal-burning electric utilities, mine machinery and equipment manufacturers and the United Mine Workers.

New warnings against tax increases for the Railroad Retirement and Unemployment Insurance systems came recently from Thomas M. Healy, management member of the Railroad Retirement Board. Mr. Healy noted that proposals advanced during 1962 to liberalize benefits would have burdened the industry with additional costs ranging from $175 million to $340 million per year. He added: "There is neither need nor reason to increase the (retirement) tax assessment against the industry and its working force now or in the immediate future. It should be remembered that additional taxes are already scheduled, by law, for 1965 and subsequent years. . . . There can be no compromise on additional tax assessments against the railroad industry (for the unemployment fund) as long as inequities are permitted to remain in the Railroad Unemployment Insurance Act."

Standard bearer of Illinois Central's passenger fleet, the "Panama Limited," marked a half-century of service on Dec. 1. The "Panama," operating on a 16½-hour schedule between Chicago and New Orleans, is one of the three remaining year-round all-Pullman trains in the United States.

"Rescue of mass transportation" is America's most urgent metropolitan problem, says E. D. Canham, editor of the Christian Science Monitor. The former U.S Chamber of Commerce president, writing in an issue of the General Electric Forum devoted to transportation, notes that "if mass transport is not revived on an adequate scale, some cities face the need of devoting from 40% to 80% of their central land area to highways and parking."

Southern's plan to buy Central of Georgia from the Frisco may now be consummated if Southern can sell bonds to finance the acquisition "at a price producing an effective rate of interest not exceeding 5¼% per annum." The ICC has issued an order to that effect, as requested by Southern. When the Commission issued its report approving the acquisition, it withheld entry of an order authorizing consummation of the transaction until Southern showed it could arrange for the financing "upon reasonable terms" (RA, Nov. 19, p. 28). Modification of that Commission position by issuance of the present order came after Southern reported that financial houses were unwilling to bid on the proposed securities in the absence of an implementing order.

CNR President Donald Gordon is under criticism by some politicians —primarily from Quebec province —for alleged failure of the Canadian National to name French-speaking Canadians to positions of major executive responsibility. As other Canadians are pointing out, these critics appear to overlook the fact that most of the current group of officers, with the mature experience required for top positions, entered railway service prior to Mr. Gordon's incumbency. The time to select the current personnel for top positions was, probably, twenty years ago.

First move toward diversifying was made Dec. 4 by Kansas City Southern Industries, Inc., now parent company of KCS. KCS Industries agreed to purchase 40% of Television Shares Management, a management service company and principal underwriter for Television-Electronics Fund, Inc., an open-end investment fund with investments mostly in the radio, television and electronics industry. William N. Deramus, III, president of KCS Industries, said his company believes the electronics and aerospace fields are promising for long term investment.

A reference guide for determining regulations and requirements governing the transportation of source and special nuclear material before irradiation has been published by the American Standards Association. It's American Standard N5.1-1962, available for $1 from ASA's Dept P. 347, 10 E. 40th St., New York 16, N.Y.

PRR Chairman J. M. Symes lashed out last week at what he called misinterpretations, distortions and false charges involving the proposed PRR-NYC merger. In remarks prepared for delivery before the Pennsylvania Society at New York Dec. 8, he declared that for the railroads merger "is definitely not a step backwards, a retreat, a surrender of our right to grow. It is a gathering up, a mobilizing of railroad plant, equipment, people and skills to accomplish two things—to pull the industry back from the brink of socialistic nationalization, to which continued deterioration could lead, and to head the industry back up the track to growth, increasing usefulness and expanding job security for all, employee and officer alike."

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Let's Not Forget Cuba

When it's raining you can't get up on the roof to fix the leak, and when it's not raining you don't need to fix it.

That familiar instance of improvidence seems to reflect the nature of national concern for the health and strength of its railroads as an indispensable arm of national defense.

When the Cuban crisis swelled up to a near-explosion just a few weeks ago, the Defense Department blew the whistle; and, once again—as in every military crisis for a century—railroads sprang into action. Some of those called out had patches in their pants and holes in the soles of their shoes. Nevertheless, they grabbed their guns from over the mantlepiece and fell into their ranks without delay, and with no AWOL's.

If railroads can perform, time after time, the way they did at the outbreak of the Cuban crisis—in spite of the short rations they've been living on for the past ten years—then why should anybody feel concern for their continued health?

The answer to that question, as railroaders are quite well aware, comes in two parts:

(1) Most railroads, while undernourished (with a profit ratio about one-quarter that of industry as a whole), are not starving. However worried they may be over the future state of their health, they do not report their apprehensions as present ills.

(2) Railroads that are actually in grievous trouble are still trying to keep their customers; and customers have little enthusiasm for hiring help that is constantly complaining about its aches and pains.

The serious part of this situation, from the standpoint of the national welfare, is that the efficiency and strength of the railroad system as a whole is impaired by the malfunctioning of any single vital part of it. A man who is healthy in all respects, except that he has one broken leg, is scarcely in ideal shape to march off to the wars. And, if a major and prolonged military crisis should develop, it could not be expected that the heavy transportation burdens would fall exclusively on the strongest railroads. The fact that many railroads have been unable to provide their proportionate share of serviceable equipment is a form of anemia that affects the strong railroads as adversely as it does the weaker ones.

The situation of the railroads, as far as national defense is concerned, presents problems that managements alone cannot solve wholly on their own initiative. The Defense Department is quite capable of assessing the situation accurately, and of recommending (or rather, demanding) remedial measures. With the recent crisis fresh in mind, failure to pursue these measures would be a plain dereliction.

The duty to provide an environment necessary to railroad health and strength devolves also on responsible leadership in other branches of the government besides the military establishment. Neither can the business and industrial community escape a share of the responsibility—although, so far, many business leaders have concerned themselves more with the attractions of the pork-barrel side of transportation than with the solution of any of its problems.

This situation was discussed in some detail on this page in our Nov. 5 issue, in a piece entitled: "Will America Wake Up Now?" We must now answer that question with the reluctant conclusion that most Americans have not waked up—yet. They might have done so if the acute crisis had lasted a few days longer. Like a fellow with an alarm clock alongside his bed—one sleeper awakens quickly, another more slowly, while others turn the contraption off and resume their slumber.

There are even some who don't believe the Cuban situation was really much of a crisis—among them our good friend Dave Morgan, editor of Trains magazine, whose letter on the subject appears on page 37 herein. Mr. Morgan believes the free world has done a pretty effective job in its opposition to communism. We respect his integrity and goodwill but (in this instance) we question the accuracy of his observation.

Socialistic Leaders of Business

Mr. Morgan also believes that this paper was not specific enough in laying the blame for present unsatisfactory conditions in transportation on "large areas of business." On the contrary, our feeling is that a preacher has a right to sermonize against adultery without being obliged to point out by name those members of his congregation whom he may suspect are engaging in this reprehensible practice.

For more than 30 years we have been observing week after week that the steady progress of socialization in this country has been an "inside job." The orthodox Marxists have made no inroads in transportation in this country. They have not even tried. They have not had to. Their work of undermining private ownership has been done for them by eminent business leaders—most of them alleged "conservatives."

Providence has been patient with Americans—giving them repeated opportunities to learn from their mistakes, and to mend their ways before irreparable damage has been done to their free institutions. But it is up to all of us to realize that there comes an end, eventually, even to divine patience.

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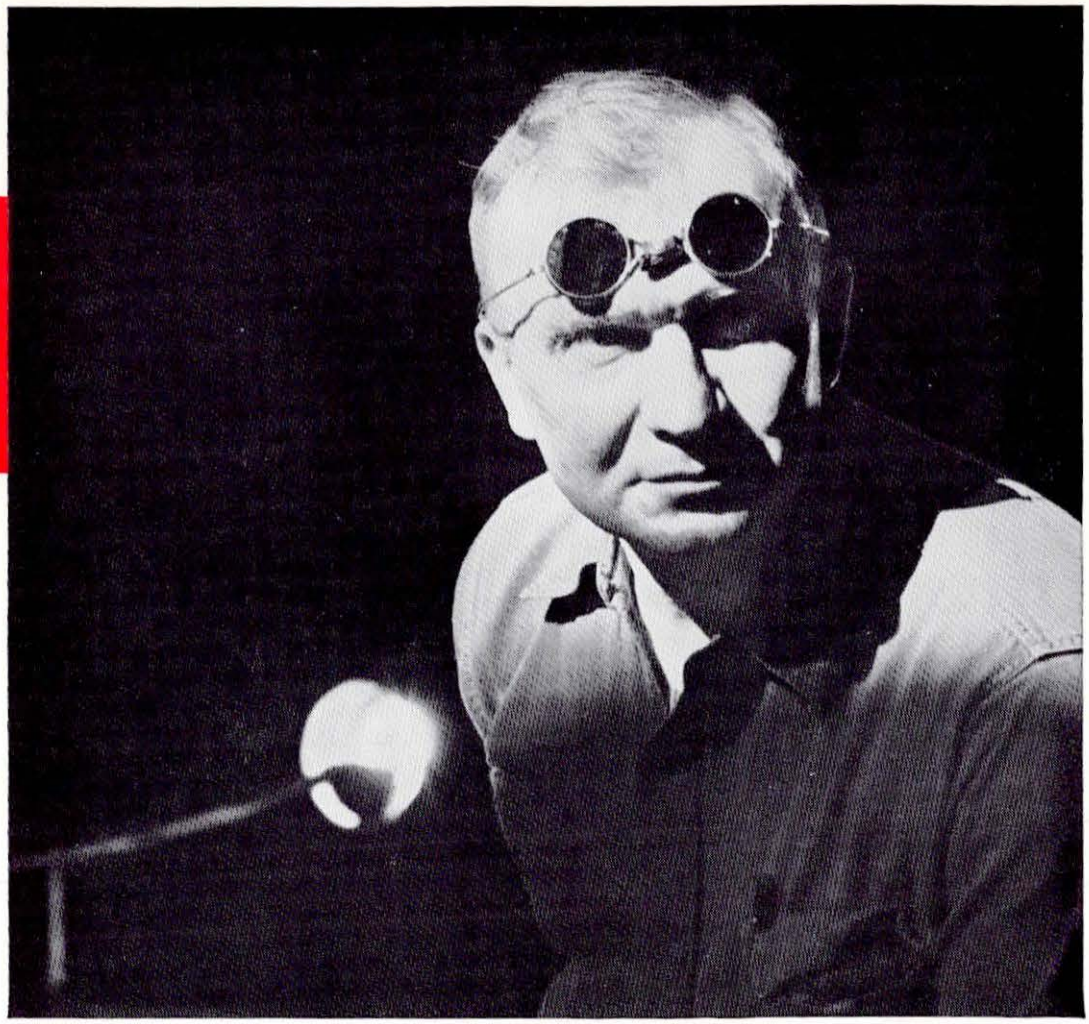

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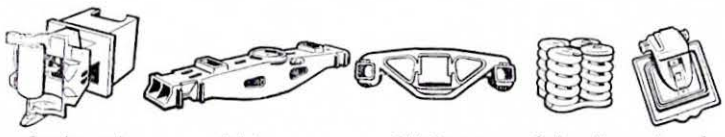

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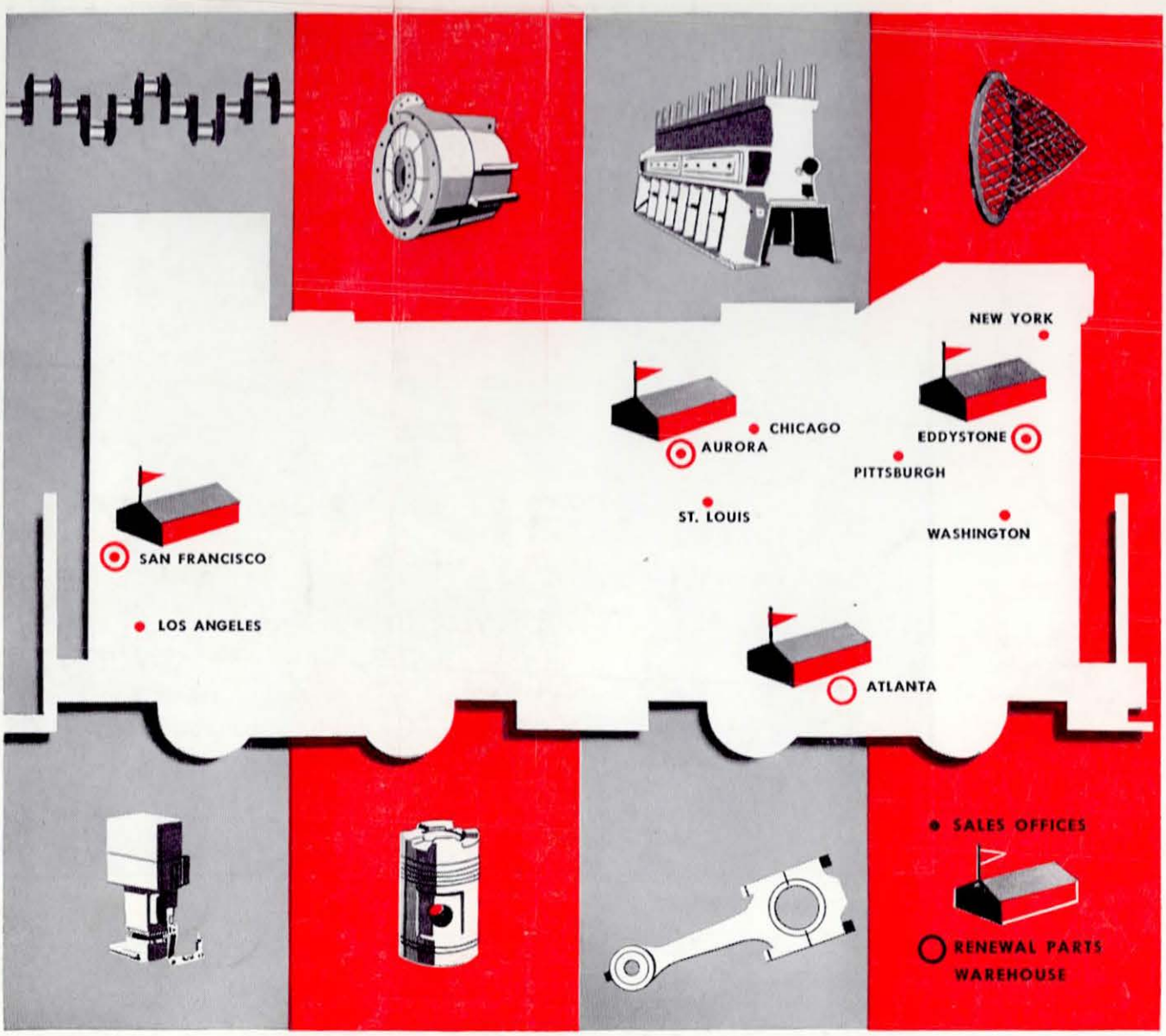

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